

## To Let.

**TO LET.**  
GODOWN No. 5A, DUDDELL STREET.  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 709

**TO LET.**  
FIRST FLOOR of No. 4, DES VEXES ROAD CENTRAL.  
GODOWNS in MARSHES LANE good for storage of Wines and other articles. Rent moderate.  
FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower) can be set separately. Rent moderate.  
Apply to  
DAVID SASSON & Co., Ltd.  
Hongkong, April 22, 1911. 558

**TO LET.**  
LARGE HOUSE, known as "Belchick," No. 63, Robinson Road; electric light and gas laid on; large tennis court, vegetable garden and stable; with full harbour view.  
Apply to  
LI PO LEUNG,  
c/o Li Brothers, Alexandra Buildings,  
Hongkong, April 17, 1911. 532

**TO LET.**  
GODOWNS, 95 & 96, PRAYA EAST.  
Apply  
CHATER & MOODY.  
Hongkong, December 6, 1910. 1474

**TO LET.**  
GODOWN No. 4, NEW PRAYA, Kennedy Town.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 1052

**TO LET.**  
HOUSE No. 9A, WONG-NEI-CHONG ROAD.  
Apply to  
NG YUEN-HING,  
64, Buchanan Street West,  
Hongkong, May 15, 1911. 650

**TO BE LET.**  
NO. 34, QUEEN'S ROAD CENTRAL (Shop) opposite the Post Office. No. 2A, D'AGUIAR STREET, suitable for Godown, etc.  
All of which are at present occupied by Vienna Cafe & Co., Ltd.  
For particulars, apply to  
YEE SANG FAT,  
Same Address.  
Hongkong, February 24, 1911. 258

**TO LET.**  
FLATS in NATHAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.  
New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession. Cheap Rental.  
Apply to  
HUMPHREYS' ESTATE & FINANCE Co., Ltd.  
Hongkong, March 23, 1909. 408

**FOR SALE OR TO LET.**  
KENNIS, 76A, THE PEAK. Seven housing apartments installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes walk from tram, 7 minutes by rickshaw. One of the best situations at the Peak, cool in summer-warm in winter.  
Apply to  
HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 108

**TO LET.**  
GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Moderate Rents, PRAYA EAST—Corner of Observation Place. The Transit stop at the door. Also new EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. OFFICES in KINGS BUILDINGS, 4th Floor.  
9 & 10, MACDONNELL ROAD. "CREGGAN," 39, THE PEAK. GODOWNS to let at Blue Buildings 4A, PRAYA EAST.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 2

**TO LET.**  
NO. 67, PRAYA GRANDE, MACAO. BEACONSFIELD from 1st June, 1911. THE EYRIE, No. 13, PEAK, newly painted and colour-washed.  
OFFICES on Ground and 1st Floors, QUEEN'S ROAD, (very central position). No. 9, BEACONSFIELD ARCADE (Shop). WOODLANDS VILLA WEST, 23, Seymour Road.  
FOR SALE, TOR ORIST, at Peak, commanding magnificent view of the Harbour and adjacent islands.  
Apply to  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, May 10, 1911. 16

**NOTICE.**  
MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.  
He has a good method of training Europeans to pass in the Chinese Examination. And is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.  
Those who intend learning the Chinese language are requested to write care of Chinese Mail office for direct to 37, Hallywood Road, 1st floor.  
Hongkong, December 24, 1910. 1535

## Hotels.

# STATION HOTEL,

## NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS.  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.  
PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.  
Private Dining Room.  
EXCELLENT CUISINE.

TEL. No. K130. Tel. Address: "STATION."  
For Particulars apply to  
THE MANAGER.  
Hongkong, March 1, 1911. 206

# BRASSIDE

## PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well furnished Rooms. Every home-comfort. Fine View of the Harbour. Telephone No. 300.  
Apply to  
Mrs F. W. WATTS,  
Broomfield, 20, Macdonnell Road.  
Hongkong, September 2, 1908. 121

# 'KINGSLERE'

## PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.  
Tel. No. 134. Tel. Address: "SACISOLA." A.B.C. Code 4th Ed.  
Electric light, hot and cold water throughout. Billiards, cards, croquet, putting green and fine stabling for horses.  
Proprietress, Mrs F. SACHSE.  
Hongkong, September 1, 1908. 1208

# VICTORIA HOUSE

## 10, QUEEN'S ROAD CENTRAL.

### THE CHEAPEST AND THE BEST ACCOMMODATED BOARDING HOUSE IN THE CENTRAL LOCALITY.

#### A. WOHLTERS,

The Manager.  
Hongkong, October 13, 1910. 1259

# KING EDWARD HOTEL

A HIGH-CLASS HOTEL.  
LADIES AFTERNOON TEA ROOMS.  
PRIVATE BAR and BILLIARD ROOMS.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.  
TABLE D'HOTE at SEPARATE TABLES.  
Tel. Address: "VICTORIA," Hongkong.  
For terms, etc., apply to the  
MANAGER.  
Hongkong, October 22, 1908. 1352

# VICTORIA HOTEL,

## LATE NEW AMOY HOTEL,

### KULANGSU. AMOY.

UNDER NEW MANAGEMENT.  
Good Food, Clean Rooms, each with Separate Bathroom.  
REASONABLE CHARGES.  
Two minutes walk from the principal landing place.  
BAR, BILLIARDS AND BOWLING ALLEY.  
Chas. A. Mutton  
Proprietor.  
Hongkong, January 3, 1911.

# CHEONG HING.

HAS ALWAYS ON HAND A LARGE ASSORTMENT OF CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.  
INSPECTION SOLICITED.  
HONGKONG, No. 77, QUEEN'S ROAD CENTRAL.  
Hongkong, October 13, 1910. 1258

# J. J. J. J. J.

## W. G. HUMPHREYS & CO.

### SALE BUILDINGS.

Hongkong, May 10, 1908

# CHINA MAIL

## RAILWAY SOUVENIR.

Price ..... 10 cents

## SCOTTISH GOSSIP.

(From Our Own Correspondent.)  
EDINBURGH, May 9.  
THE SCOTTISH NATIONAL EXHIBITION.  
The Scottish National Exhibition, one of the most important ventures of the kind ever associated with Glasgow, was formally opened by the Duke and Duchess of Connaught. The day was also marked by another ceremony: the Duke received the Freedom of the City and signed the Burgess Roll. Unfortunately, as is so often the case in the West, the functions were marred by inhospitable weather.

The exhibition is the third that has been held in the park overlooking the Kelvin. The two previous ones were international; their surpluses made it possible to erect the magnificent Art Galleries of which Glasgow is so justly proud. The present exhibition is mainly national; it is a representation of Scottish history, art, and industry; and its profits are to be devoted to the establishment of a Chair of Scottish History and Literature in at least one Scottish University that of Glasgow. This patriotic intention gives the exhibition two dominant notes—nationality and history. Most of the buildings have a distinctly Scottish character; one very fine hall may be singled out for praise, its design being based on the Royal Palace of Falkland and Holyrood. A large space is given up to the representation of an old Scottish "town," whose quaint dwellings, their upper storeys approached by outside stairs, give a delightful flavour of Baile Nicol Jarvie and his times. The houses are grouped round a cross, and the greater buildings include reproductions of St. Ninian's Chapel, Dunbar Town Hall, and a castle or "keep," with a low entrance and porticulis. Close by is a Highland clachan, a place of thatched cottages, where Gaelic-speaking girls busy themselves with homely weaving and spinning.

Six of the galleries are required for the display of historic relics; authorities say that "no more complete collection of Scottish treasures has ever been brought together." Amid the multitude of interesting documents is a specially interesting letter, written by Sir William Wallace to the Mayor and Commons of the towns of Lübeck and Bremen in Germany, and relating to the trade between these places and Scotland. Other priceless exhibits are the charter of David I. providing for the foundation of Holyrood Abbey; the deed by which Robert the Bruce designed his heart to Melrose Abbey; the Arbutnot missal, prayer-book, and psalter, written between 1471 and 1494; a complete set of charters of the Scottish Kings; and several original lists of signatories to the Solemn League and Covenant.

The portraits are rich and valuable, each picture being illustrated, so to speak, with personal relics. These come mostly from the great castles and old mansions of Scotland; but many museums and galleries at home and abroad have contributed, and H.M. the King forwards portraits of Darnley and James V. The Mary Queen of Scots' memorials begin with her cradle and end with the crucifix which she carried on the scaffold. And of course the great names in Scottish literature are fittingly remembered, particularly Burns, Scott, Hogg, and Carlyle.

In the gallery given up to arms, are displayed the weapons carried in the Rising of the '45 and by the fighters of the Covenant. The brooch of Lorn is shown, said to have been worn by the Bruce at the battle of Dal Righ, and torn from his plaid by one of the Jacobites.

The exploits of Scotsmen in other lands are celebrated by mementoes of the relationship between Scotland and France, and the deeds of Scottish soldiers of fortune in the service of Gustavus Adolphus. In another direction of Scottish adventure there are the original maps of Livingston, Mungo Park, Joseph Thomson, and other explorers. The Kelvin Hall contains a section set apart for the inventions of the great scientist, and near it is a collection brought home by Dr. Bruce's expedition to the "Socotra."

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6.4 per cent., or a little more than one-half per cent. per annum, the lowest recorded for more than a generation. The outstanding features are "The decline of the rural population, the physical stagnation in the larger cities, and the extension of extra-urban areas,"—this last is the only one that can be called satisfactory. The details as to the Scottish counties bring out two great facts,—the decrease of population in the crofting areas and the progress of the mining districts. But for the good returns made by the majority of the Western Islands,—where population already pressed severely on the means of subsistence,—the crofting districts would show very badly indeed. Large decreases are credited to Argyll, Inverness, Orkney, Caithness, and Sutherland. The figures present a serious problem to those who would find the whole solution of rural depopulation in the creation of small holdings. In these counties everything has been done to make the lot of the crofter as easy as possible, yet depopulation has not been arrested, and the only parts of the crofting area which hold their own are the Western districts where the people are contented with little, and for that little are indebted mainly to the charity of the Government.

In addition to the crofting counties, there are nine others which show a decrease, though not so large,—Banff, Berwick, Bute, Clackmannan, Elgin, Forfar, Kirkcubright, Roxburgh, and Wigton.

On the other side of the balance-sheet—the side showing the increases—there appear eighteen counties, including all the industrial and commercial centres. The most substantial progress has been made where we have shipbuilding and coal, iron, and shale mining. It was thought that the honour of being the most progressive country would be carried off by Fife, where there have been great "mining" developments and the starting of a new city at Rosyth. But Dumbarton, thanks to the great shipbuilding yards at Clydebank, where the population has increased by 60 per cent., tops the list. Linlithgow, with its shale mining and oil industry, makes a good third; and Renfrew is fourth. Stirling and Haddington have done well. And Lanark, though farther back than was anticipated, has more than the Scottish average. Motherwell, Wishaw, and Coatbridge all being prosperous.

This purely agricultural counties do not come well out of the inquiry, and it is perhaps mainly in them, though the cities have suffered also, that the 90,000 emigrants who left Scotland for Canada within the last five years, were found. The margin of increase, 6.4 for all Scotland, is now dangerously small. But for the development of mining, and in a lesser degree of shipbuilding, it might have disappeared altogether.

## BOY AND GIRL MARRIAGES IN DUNDEE.

The Rev. Dr. J. W. Wilson, the new minister of St. Catherine's Church, Edinburgh, in the course of a farewell service in Dundee Parish Church, said he had not always been satisfied in the discharge of his duties with the number of young people whom he had united in the bonds of marriage. There were too many boy-and-girl marriages in Dundee. He had often felt that he was compelled against his will to be a party to an arrangement that held little promise of immediate happiness to those concerned, or of strength and efficiency to the City or State.

## THE BATTLE OF OTTERBURN.

A memorial tablet of the Battle of Otterburn, fought more than 500 years ago, was unveiled by Lady Dunsig at the pre-Reformation Church of Southdean, in the uplands of Jedburgh. There was a large company present from both sides of the Border, and the speakers glorified the Earl of Minto and Sir George Douglas.

## A WIZEN'S OLD STORY.

Sunday was the centenary of the birth of David Hume. The philosopher's residence in the New Town of Edinburgh was the first building in a new street, and a witty young lady chalked up on the walls the legend "St. David's Street," in chaffing reference to the great sceptic. Hume's servant girl resented the inscription, and rushed into the house, making an indignant protest. "Never mind, lassie," said Hume; "many a woman has been made a 'maid of before now.' And the name stuck, the short thoroughfare leading to St. Andrew Square is still called St. David's Street.

## OBITUARY.

Lady Ribblesdale, daughter of the late Sir Charles Tennant of the Glen, Peeblesshire, sister of Mrs Asquith, and of the recently created Lord Glenconner, the present Lord High Commissioner to the General Assembly of the Church of Scotland. One of her daughters is Lady Lonsdale.

Admiral Edmund Charles Drummond of Edinburgh, near Kilmuir, son of Sir Edmund Drummond, formerly Governor of the North-West Provinces of India. He saw service in the China, Far, and was Commander-in-Chief in the East Indies in 1895-8.

Robert Thom of Barrington and Island of Camp, founder of the firm of Thom and Gilmerton, West India merchants and shipowners, Glasgow, 66.

Robert M. Davidson of Drumley, Tarncliffe, He spent his younger years in China; succeeded to the estate of Drumley on the death of his elder brother, and was a member of the Yorkshire County Council for 19 years.

## His Britannic Majesty's Ships on the China Station.

| Name.         | Class.                 | Tons.  | Guns. | H.P.   | Commander.                     | Last report at.        |
|---------------|------------------------|--------|-------|--------|--------------------------------|------------------------|
| Alacrity      | despatch-vessel        | 1700   | 12    | 2000   | Comdr. Lowndes                 | Weihaiwei              |
| Astraea       | cruiser, 2nd class     | 4360   | 10    | 7000   | Captain E. B. Kiddle           | Weihaiwei              |
| Admiralty tug |                        | —      | —     | —      | Master W. West                 | Hongkong               |
| Atlas         | river gunboat          | 710    | 2     | 900    | Lt.-Comdr. B.-G. Washington    | Hongkong               |
| Bramble       | river gunboat          | 710    | 2     | 900    | Lieut.-Comdr. J. M. Barker     | Shanghai               |
| Britomart     | river gunboat          | 1070   | 6     | 1400   | Comdr. H. Lyne                 | Shanghai               |
| Cadmus        | water tank and tug     | 300    | —     | 300    | Master H. Smith                | Hongkong               |
| Chorus        | sloop                  | 1070   | 6     | 1400   | Comdr. H. R. Yeale             | Shanghai               |
| Clio          | torpedo boat destroyer | 360    | 6     | 5700   | Lieut.-Comdr. H. S. Monroe     | Weihaiwei              |
| Fame          | cruiser, 2nd class     | 4360   | 10    | 7000   | Capt. J. Nicholas              | Weihaiwei              |
| Flora         | torpedo boat destroyer | 275    | 6     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong               |
| Handy         | torpedo boat destroyer | 275    | 6     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong               |
| Hart          | torpedo boat destroyer | 220    | 6     | 3000   | Lt.-Comdr. M. R. R. Blackwood  | Weihaiwei              |
| Janus         | cruiser, 1st class     | 9000   | 14    | 22,000 | Capt. S. St. John Farquhar     | en route San Francisco |
| Kent          | river gunboat          | 616    | 4     | 1200   | Lt.-Comdr. T. J. S. Lyne       | Yangtze                |
| Kinshasa      | sloop                  | 1040   | —     | —      | Comdr. B. O. M. Davy           | Labuan                 |
| Morlin        | cruiser, 1st class     | 14,000 | —     | 27,000 | Capt. Cayley                   | Weihaiwei              |
| * Minstrel    | cruiser, 1st class     | 9800   | —     | —      | Capt. L. E. Power              | Weihaiwei              |
| Monmouth      | river gunboat          | 180    | 2     | 800    | Lt.-Comdr. G. P. Leith         | West River             |
| Motheen       | cruiser, 2nd class     | 4800   | —     | —      | Capt. G. E. P. Hunt, D.S.O.    | Weihaiwei              |
| Newcastle     | river gunboat          | 85     | 2     | 240    | Lieut.-Com. C. H. Woodward     | Yangtze                |
| Nightingale   | torpedo boat destroyer | 350    | 6     | 5300   | Comdr. C. L. Lambie            | Weihaiwei              |
| Otter         | depot ship, submarines | 980    | —     | 1400   | Lt.-Comdr. N. E. Archibald     | Hongkong               |
| Rosario       | river gunboat          | 85     | 2     | 240    | Lt.-Com. C. A. O. Douglas      | West River             |
| Robin         | river gunboat          | 85     | 2     | 240    | Lt.-Com. E. J. J. Southby      | West River             |
| Sandpiper     | river gunboat          | 85     | 2     | 240    | Lt.-Comdr. Maurice E. Leslie   | Yangtze                |
| Saige         | torpedo boat destroyer | 350    | 6     | 5300   | Gunner E. J. Trillo            | Hongkong               |
| Taku          | receiving ship         | 4650   | 6     | —      | Commander C. J. Fyres          | Hongkong               |
| Tamar         | river gunboat          | 180    | 2     | 800    | Lt.-Comdr. R. J. Buchanan      | Yangtze                |
| Teal          | river gunboat          | 710    | 2     | 900    | Lt.-Comdr. M. B. Hamilton      | Hongkong               |
| Thistle       | torpedo boat destroyer | 355    | 6     | 5300   | Lieut.-Com. H. D. Adair-Hall   | Weihaiwei              |
| Virago        | surveying ship         | 620    | —     | 450    | Lt.-Comdr. Hancock             | Hongkong               |
| Waterwitch    | torpedo boat destroyer | 360    | 6     | 5300   | Lieut.-Comdr. G. B. Hartford   | Weihaiwei              |
| Whiting       | river gunboat          | 195    | 2     | 800    | Lieut.-Com. B. R. Brooke       | Yangtze                |
| Widgeon       | river gunboat          | 150    | 2     | 600    | Lieut.-Com. M. H. Wilding      | Upper Yangtze          |
| Woodcock      | river gunboat          | 150    | 2     | 600    | Lt.-Comdr. G. F. A. Mulock     | Upper Yangtze          |
| Woodlark      | submarine              | —      | —     | —      | Lt. C. Godfrey Herbert         | Hongkong               |
| 33            | submarine              | —      | —     | —      | Lt.-Comdr. A. A. L. Fenner     | Hongkong               |
| 57            | submarine              | —      | —     | —      | Lt. Comdr. J. R. A. Codrington | Hongkong               |
| 38            | submarine              | —      | —     | —      |                                |                        |

\* Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

| Name.                 | Flag and description.       | Tons.  | Guns. | H.P.   | Captains.                        | Last report at.    |
|-----------------------|-----------------------------|--------|-------|--------|----------------------------------|--------------------|
| Kaiser Franz Joseph 1 | Austro-Hungarian cruiser.   | 4000   | —     | —      | Capt. Alfred Cienli              | Amoy               |
| Achéron               | French armoured cruiser     | 1830   | 10    | 1700   | Lieut. Bertrand                  | Saigon             |
| Alger                 | French cruiser              | 3420   | 22    | 5100   | Capt. Dolons                     | Saigon             |
| Alouette              | French gunboat              | 506    | 7     | 400    | Commander Badin                  | Saigon             |
| Argus                 | French river gunboat        | 180    | 6     | 570    | Lieut. d'Estienne                | Canton             |
| Caronade              | French gunboat              | 150    | —     | —      |                                  | Saigon (Reserve)   |
| Comète                | French gunboat              | 500    | 6     | 500    | Comdr. J. Gervais                | Saigon             |
| Daedalus              | French gunboat              | 645    | 10    | 1000   | Lieut. de Linares                | Saigon             |
| Dupetit-Thouars       | French armoured cruiser     | 10,014 | 30    | 20,000 |                                  | Saigon             |
| Eclat                 | French gunboat              | 141    | —     | —      |                                  | Saigon (Reserve)   |
| Esturgeon             | French sub-marine           | —      | —     | —      | Lieut. Combet                    | Saigon             |
| Fronda                | French destroyer            | 350    | 7     | 303    |                                  | Saigon             |
| Henri Riviere         | French gunboat              | —      | —     | —      |                                  | Haiphong           |
| Jacquin               | French gunboat              | 202    | 6     | 308    |                                  | Haiphong (Reserve) |
| Lion                  | French gunboat              | 500    | —     | —      |                                  | Saigon (Reserve)   |
| Lynx                  | French sub-marine           | —      | —     | —      | Lieut. Marrs                     | Saigon             |
| Manche                | French surveying-ship       | 1625   | 10    | 9000   | Comdr. Ragot de Touche           | Saigon             |
| Montcalm              | French cruiser              | 9700   | 12    | 19,600 | Capt. Cheron                     | Saigon             |
| Mousquet              | French destroyer            | 307    | 6     | 300    | Lieut. de la Roche Keranderson   | Saigon             |
| Oiry                  | French gunboat              | 130    | —     | —      | Lieut. de Maindreville           | Upper Yangtze      |
| Peiho                 | French torpedo boat         | 130    | 7     | 300    | Lieut. Puech                     | Tongku             |
| Pistolet              | French sub-marine           | —      | —     | —      | Comdr. Mortenol                  | Hongay             |
| Protee                | French battleship (reserve) | 9437   | 8     | 6071   | Lieut. Morris                    | Saigon             |
| Redoutable            | French gunboat              | 1738   | 10    | 1700   | Capt. Drouet                     | Saigon             |
| Syrx                  | French gunboat              | —      | —     | —      | Lieut. Seriot                    | Yangtze            |
| Taklong               | French destroyer            | 250    | 6     | —      |                                  | Saigon (Reserve)   |
| Takou                 | French torpedo-depot        | —      | —     | —      |                                  | Hongay             |
| Vauban                | French torpedo-depot        | —      | —     | —      | Lieut. Bihel                     | Cap St. Jacques    |
| Veteran               | French gunboat              | 123    | 7     | 500    | Lieut. Biscall                   | Canton             |
| Vigilante             | French gunboat              | —      | —     | —      |                                  |                    |
| Enden                 | German cruiser              | 3600   | 22    | 13,500 | Capt. Vollerthun                 | Tsingtau           |
| Gneisenau             | German cruiser              | 11,600 | 38    | 26,000 | Captain Usar                     | Tsingtau           |
| Itis                  | German gunboat              | 900    | 12    | 1300   | Comdr. Meyersmann                | Shanghai           |
| Jaguar                | German gunboat              | 900    | 12    | 1300   | Capt. Myring                     | Shanghai           |
| Leipzig               | German cruiser              | 3250   | 24    | 11,000 | Capt. Schroeder                  | Shanghai           |
| Luchs                 | German gunboat              | 500    | 10    | 1350   | Comdr. Bendemann                 | Shanghai           |
| Nürnberg              | German river gunboat        | 3400   | 22    | 13,200 | Capt. Tugert (Kar)               | Tsingtau           |
| Otter                 | German flag-ship            | 11,600 | 38    | 26,000 | Capt. Kraft                      | Yangtze River      |
| Scharnhorst           | German torpedo-boat         | 400    | 8     | 6500   | Capt. Lieut. Heyden              | Tsingtau           |
| S. 90                 | German torpedo-boat         | 280    | 4     | 6000   | Lieut. Koble (Hans)              | Tsingtau           |
| Taku                  | German gunboat              | 900    | 10    | 1350   | Comdr. Lubbe                     | Shanghai           |
| Tiger                 | German river gunboat        | 223    | 4     | 1300   | Capt. Lieut. Graf Dohna-Schloden | Canton River       |
| Tsingtau              | German river gunboat        | 223    | 4     | 500    | Capt. Lieut. Kauter              | Shanghai</         |



## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson &amp; Co., Ltd.,

ALEXANDRA BUILDINGS.

## NEW

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Hongkong, April 14, 1907.

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Gentlemen's Outfitters.

EVERYTHING FOR GENT'S WEAR.

New Shirts

Soft Double and Stiff Collars

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New Ties, etc.

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## VICTORIA THEATRE.

DES VOUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

TO-NIGHT TO-NIGHT

INSTANTANEOUS SUCCESS OF THE COLLIER SISTERS

EMINENT ARTISTES

UNPARALLELED DANCERS

Always Refined and Up-to-Date.

Right, Clean and Tidy.

ment to economy. Bad management will be promptly and effectively penalised. Good management will be rewarded. The Bill only partly rests upon compulsion, for while the great majority of workers will be compelled to contribute by deductions from wages, there are quite a number of people to whom this compulsion will not extend. These include agents paid by commission or fees and employed by more than one employer, wives employed by husbands, extremely precarious casual employments, casual domestic employment, persons receiving more than £180 a year by way of salary, soldiers and sailors (who will be dealt with separately), pensionable employees of the Crown or of local authorities, and others specified.

The scale of contributions has already been published, so it is only necessary to point out one or two conditions under this head. Contributions will cease at 70 years, and persons over 65 years of age at the inauguration of the scheme will not be taken into insurance. The minimum benefits will comprise medical attendance throughout life for the person insured; 1s. 4d. a head annually for a sanatorium fund throughout life; 10s. a week in sickness for men and 7s. 6d. a week for women for 13 weeks from the fourth day of sickness in each case, and 5s. for the next 13 weeks; 5s. for the remainder of sickness; a maternity benefit of 30s. payable from the father's insurance unless the mother is an insured person. Smaller benefits are to be granted to young unmarried persons under the age of 21 years, while boys and girls under the age of 16 will only be entitled to medical attendance and sanatorium treatment, the balance of their contributions being accumulated in order to enable the whole scheme to be extended at an earlier date than would otherwise be possible. Members in arrears will be given the right to pay arrears of contribution which have occurred in the current and previous calendar year with interest at 3 per cent.

The Government is to rely for the working of its scheme on (a), Approved societies; and (b), A Post Office system set up by the Government for the benefit of those persons who fail or neglect to join a society, or who are rejected. Among the conditions of "approval" of societies are absolute self-government, not working for a profit, a minimum number of 10,000 insured persons under the Act, and the keeping of separate accounts. It will be open to any society which satisfies the conditions to become an approved society, and it will not be asked to apply any of its existing funds for the purposes of the new scheme, even though they have been contributed in respect of benefits now included in that scheme. All the great friendly societies and trade unions will be able to comply with these conditions. It should be added that societies which do not contain the prescribed number, 10,000, will be able to join or form an association or society of societies containing that number. A clause has been inserted preventing, under a penalty, double insurance in the State scheme, and the same person will not be able to draw both unemployed and sick benefit. Members will, of course, be entitled to make what further insurance they may desire voluntarily through their societies or in any other way. The greatest evil which has to be guarded against, says the CHANCELLOR, in all benefit schemes of this character comes from the danger of malingering. The friendly societies have never been able to suppress it altogether, and no plan which human ingenuity can devise will succeed in stamping it out. The best that can be achieved is the compression of it within limits that will not substantially disarrange or affect the funds available for honest men. The most effective check—in fact, the only really effective check—upon malingering is to be found in engaging the self-interest of the workmen themselves in opposition to it. That is why a purely State scheme, where the Exchequer could be drawn upon

to an unlimited extent, would inevitably lead to unlimited shamming and deception.

Such are a few of the main points of what most people will agree is a well-thought-out scheme. In the foregoing, we have simply confined ourselves to the practical aspect of the question. The ethical significance of the scheme we may have occasion to revert to later on. It will remain to be seen whether, after all, the British workman, in whose interests the complex plan is conceived, is worthy of all the trouble and pains which the State is taking on his behalf. The experiment will be watched with deep interest, but it will take some years before we shall be able to judge its economic effect—whether it be good or whether it be bad.

## NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 3d.

The French Mail of the 9th May was delivered in London on the 7th June.

The S.S. Delhi with the Siberian Mail is due to arrive here on Friday, the 9th instant.

From our rural notes it will be observed that the grasses Monmouth, Astrea and Flora are to be in Hongkong harbour during Coronation week.

The special jury case fixed for Monday has been adjourned until Tuesday and jurors summoned for Monday need not attend at the Supreme Court until Tuesday.

"We are to have a rival to Punch, at a penny," says Mr. Clement Shorter, in the Sphere. "It is to be issued by a great firm of newspaper proprietors, and its first editor will be Mr. Dion Clayton Calhoun."

The Tallah overhead reservoir, the largest in the world, 320 feet square, and sixteen feet deep, holding ten million gallons, for the continuous supply of filtered water to Calcutta, was set in operation on May 15. There was no ceremony.

The Yokohama Office of the C.P.R. is in receipt of a wireless message from the S.S. "Montague," sent at 1.00 a.m., on Wednesday, 7th June, when the vessel was 754 miles distant from Japan—advising all well, and that the Commander expects to reach Yokohama on Friday, the 9th instant, at noon.

Messrs. Whiteway Laidlaw and Co., Ltd., are said to have acquired a plot of vacant ground in Bishop Street, Penang, adjoining Messrs. Riley, Hargreaves and Co., on which they propose erecting their own business premises, a similar plan having been followed in Calcutta and other centres where they have important branches.

Solomon Abraham, aged fourteen, who gave evidence in the Houndstooth trial, caused the court to rock with laughter by his reply to counsel, who asked, "You are a pretty intelligent boy, aren't you?" Abraham, whose head could just be seen above the witness-box, retorted: "Well, self-praise is no recommendation, sir."

The Kobe Herald states that the Osaka Shosen Kaisha have purchased the T. K. K. liner America Maru and that the intention is to place this fine vessel on the Kobe-Formosa run. Passenger traffic between these two points has greatly increased during recent months. The America Maru was built thirteen years ago. She is 5,307 gross tonnage, 3,400 net, with 11,000 tons displacement and can steam 13 knots an hour. The vessel has a library, reception hall, a special promenade deck, and all the modern conveniences with accommodation for 100 cabin passengers.

The Port Dickson, Scotland, was subscribed fifty times over, even although the banks "slut down" on subscribers ten minutes after opening time, writes the London correspondent of the Times of Ceylon. The Linggi shareholders, who received one share for every five Linggi shares they held, were not allowed to dispose of their rights. The premium tumbled promptly to 3d., from a previous 9d., and by the time the allotments were out it is doubtful whether the subscribers of the huge amount—who hoped to be successful "stag"—found themselves in any other position than that of being landed with the shares.

The Mitsui Bussan Kaisha is reported to be turning out one hundred tons of coke daily at the Miki Colliery. In order to increase the production and to manufacture other by-products, the Kaisha has decided, says the Nippon Press, to install plant costing two million yen. The work has already been commenced and will be finished in May of next year, when it will be possible to produce from 300 tons of coke coal the following: 1,500,000 cubic feet of gas, for motive purposes; 180 tons of coke; 20 tons of coal tar, which will be further manufactured into oil and pitch; and three tons of ammoniac. The undertaking is said to be the first of its kind in connection with Japanese collieries.

## NEWS OF THE DAY.

It is stated that there were no Monarchist candidates at the recent elections in Portugal.

The Home Office has instructed prison governors that the diet on Coronation day is to be 1lb. bread, 1lb. beef, and 1lb. plum pudding.

A Filipino passenger by the P.M. steamer Fozia fell overboard shortly after the steamer's arrival at Yokohama from Hongkong, and would have been drowned but for the timely help of a Japanese passenger.

A collision took place in Yokohama harbor between the Nippon Yusen Kaisha steamer Benten Maru and the steamer Shinkoku Maru belonging to the Kishimoto Steamship Company, of Osaka. The Benten was slightly damaged, and had to go into the Yokohama Dock for repairs.

## THE MILITARY CONTRIBUTION.

Six Questions from Mr. Pollock.

At this afternoon's meeting of the Legislative Council, the Hon. Mr. H. E. Pollock was to have asked the following questions on the military contribution question but, in his absence, they were put by Hon. Mr. C. H. Ross.

1. Is it not a fact that, if the scheme of His Excellency the Governor for devoting half of the margin (i.e., half of the excess of Ordinary Revenue over Ordinary Expenditure exclusive of military contribution and Volunteers) to military contribution had come into force on the 1st January, 1904, the average annual saving to the Colony on such a scheme for the 7 years from 1904 to 1910 inclusive would only have amounted to about £75,380? If not, what other figure does the Government suggest as being correct?

2. Is it not the fact that, if the Colony had paid a fixed annual contribution of £1,000,000 during the said period of seven years, the average annual saving to the Colony would have been about £235,940? If not, what other figure does the Government suggest as being correct?

## THE REPLY.

Hon. Colonial Secretary replied as follows:—

1. The exact figure of the annual average saving would be £75,389. 43.

2. The exact saving is £235,940. 67.

3. & 4. The reply is in the affirmative.

5. Since the average military contribution for the past 7 years is stated by the Honorable Member to have been £1,235,944, its reduction to £1,000,000 would obviously be a pecuniary gain to the taxpayers. The proposal made by His Excellency to devote half the margin between Ordinary Revenue and Ordinary Expenditure to the military contribution was based on the assumption of the military contribution remaining practically at its present amount. The principle, however, that the military contribution should be a percentage of this margin instead of a percentage of gross revenue was suggested by His Excellency in order to give effect to Mr. Chamberlain's intention that the amount of the contribution should rise and fall according to the prosperity of the Colony, and in order that it should not increase in consequence of increased taxation to meet increased expenditure. If therefore it were desired that the average contribution should be decreased by the sum named by the Honorable Member, viz. £235,940, this result could be obtained by devoting about 35 or 30 per cent. of the margin to military contribution.

6. The questions and replies will be forwarded to His Majesty's Secretary of State as desired.

## A FAMILY DISPUTE.

Before Mr. Justice Compton, at the Supreme Court this morning, Yeung Ho Shi sued Yeung Sai Chi to recover £963.60 for money lent.

Mr. F. B. L. Bowley appeared for plaintiff and Mr. D. V. Stevenson for defendant. Mr. Bowley said the case was more or less a family affair between a widow and her nephew. He understood that defendant admitted holding the money which was lent by plaintiff on March 9 of last year. Mr. Stevenson said he did not admit receiving any money from plaintiff on that date.

Mr. Bowley said the point to be tried was to whom the money belonged. Evidence was called.

His Lordship gave judgment for plaintiff with costs.

## EARTHQUAKE IN MEXICO.

70 SOLDIERS BURIED.

(Reuter's Service to the China Mail.)  
LONDON, June 8.  
An earthquake which occurred at 4 o'clock in the morning has wrecked the Artillery barracks in Mexico City. Seventy soldiers were buried, and it is estimated that 50 were killed and injured.

## WELCOME TO MADERO.

WILD ENTHUSIASM.

(Reuter's Service to the China Mail.)  
LONDON, June 8.  
General Madero, the late leader of the insurgents, has entered Mexico City, where he was received amid scenes of wildest enthusiasm.

## JAPAN'S CORONATION REPRESENTATIVES.

ARRIVAL IN ENGLAND.

(Reuter's Service to the China Mail.)  
LONDON, June 8.  
Admiral Togo and General Nogi have arrived on board the S.S. Kama Maru.

The Japanese Naval Attaché met them at Tilbury, and the personnel of the Embassy met them at St. Pancras Station.

The distinguished visitors are staying at Hyde Park Hotel.

## THE DALAI LAMA.

BRITAIN AND RUSSIA FAVOUR RESTORATION.

(Wah Te Yat Po's Service.)

PEKING, June 7.

The British and Russian Ministers have made a request to the Wai-wu-po that the Dalai Lama should be restored to his title and be sent back to Tibet.

## RUSSIAN INFLUENCE IN MANCHURIA.

(Wah Te Yat Po's Service.)

PEKING, June 7.

It is reported that the Russian Government intends to transfer the Governor of Amur to Kirin in order that he may more easily control affairs in Manchuria.

## MINING SYNDICATES' DIFFICULTIES.

ANGLO-FRENCH SCHEME ABANDONED.

(Wah Te Yat Po's Service.)

PEKING, June 8.

On account of difficulties in communication and transportation, the Anglo-French Lung Ling Mining Syndicate desires to return to China its privileges in seven prefectures of Yunnan and Szechuan provinces.

## CANTON-HANKOW RAILWAY.

OPPOSITION TO NATIONALISATION.

(Wah Te Yat Po's Service.)

PEKING, June 7.

At a special meeting of shareholders in the Canton-Hankow Railway, held to consider the Government's nationalisation scheme, there were over 2,000 people present.

The meeting unanimously resolved to protest against the scheme in a peaceful manner.

## NOTHING UNPLEASANT.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It is the world's most successful medicine for cramps in the stomach, and bowel complaints. For sale by all Chemists and Storekeepers.

## EXQUISITE AROMA.

PERFECT FLAVOUR.

The Best Navy Cut on the Market.

R. &amp; J. HILL'S

OCEANIC

Navy Cut.

Per Tin 30 and 40 cents.

H. Price &amp; Co., Ltd.

12, Queen's Road Central, Hongkong.

Telephone No. 131.

## M. ROUVIER DEAD.

FORMER FRENCH PREMIER.

(Reuter's Service to the China Mail.)  
LONDON, June 8.  
The death is announced of M. Rouvier, a former Premier of France.

## TROOPING.

The R.I.M.S. Hardinge is due to arrive here on Sunday with No. 4 Coy. H.K.S.B., R.G.A., and 3 British Officers, 1 native officer, 100 rank and file, and 8 followers, 56 Baluchistan Infantry.

The troopship will be moored at Kowloon wharf, and after disembarkation will leave the same day for Chingwangtao, which will be reached on the 17th. Three days later the Hardinge will leave for Singapore and Karachi and may call in at Hongkong on the 26th inst. on the return voyage.

Lieut. W. R. G. A. will embark on the 11th inst.

## SOCIAL AND PERSONAL.

Major-General C. A. Anderson C.B. resumed Command of the Troops in South China, with effect from 8th instant.

The Hon. Mr. W. D. Barnes, the new Colonial Secretary, who arrived yesterday by the S.S. Arcadia, is staying at Government House.

The Rev. R. J. Campbell, of the City Temple, is about to visit the United States and Canada, and eventually Australia, on a preaching tour.

The Times says that Sir Henry Wood, who was recently invited to conduct the Philharmonic Orchestra of New York, has definitely decided not to leave England.

Miss Stephens, at present employed as Assistant Teacher at the Garrison Infants' School, is appointed Acting Schoolmistress at the Infants' School, Lyman, vice Mrs. Giddy, relieved.

Mr. Thos. Rutherford, manager of the Straits Times, Singapore, left for home on the Miskima Maru. Mr. Rutherford was on the staff of the China Mail before joining the Straits Times.

We learn from the Peking Daily News that the engagement of Miss Evelyn daughter of Sir Robert Bredon, K.C.M.G. to Mr. C. H. Law, of the Imperial Maritime Customs, and recently acting as Secretary to the Plague Conference at Mukden, is announced.

A farewell dinner is to be tendered to-night, at No. 1, Duddell Street, to Mr. Jannahomed Meherally, who returns to Bombay by the next English mail after having completed his agreement as chief clerk with the firm of Messrs E. Faber. The dinner is to be given by Mr. Eamailbhoy Chundobhoy, the manager. A large number of merchants and personal friends have been invited to meet Mr. Meherally.

A pretty wedding was celebrated at St. John's Cathedral yesterday, when Miss Ethel Potts, daughter of Mr. W. Hutton Potts, was married to Lieut. G. H. Bowdley, of the U.S.S. Wilmington. Miss Gailie Potts was the bridesmaid and Lieut. Eastman, a brother officer of the bridegroom, "best man." The Rev. F. T. Johnson officiated, and a reception was later held at the Hongkong Hotel. The honeymoon is being spent in Japan.

The auxiliary steam barquentine Nimrod, which Sir Ernest Shackleton employed in his dash towards the South Pole, has recently been sold, subject to inspection in dry-dock at Birkenhead. The price paid is about £2,200. The Nimrod, which was constructed at Dundee in 1866, is a craft of 227 tons. Early last December she was offered in London for sale by auction, but was withdrawn. It is understood that her purchasers will employ her in a trading voyage to the Kara Sea.

## KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. Get a bottle and be prepared for sudden attacks. It never fails to give relief. For sale by all Chemists and Storekeepers.







## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ALL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| FOR                     | STEAMERS | To SAIL         | REMARKS       |
|-------------------------|----------|-----------------|---------------|
| LONDON, via USUAL PORTS | DELHI    | Noon, 10th June | See Special   |
| LONDON & ANTWERP        | NILE     | About 15th June | Freight and   |
| PORT SAID & MANDELLA    | SIMLA    | About 15th June | Passage.      |
| SHANGHAI, MOJI, KOBÉ    | DELTA    | About 15th June | Freight and   |
| SHANGHAI, MOJI, KOBÉ    | DELTA    | About 15th June | Passage.      |
| SHANGHAI, MOJI, KOBÉ    | DELTA    | About 15th June | Freight only. |
| AND YOKOHAMA            | DELTA    | About 15th June | Passage.      |

E. & O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

## EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

11 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

Connectivity with Royal Mail Atlantic Steamers.

| From Hongkong:     | From Quebec:       |
|--------------------|--------------------|
| EMPEROR OF CHINA   | ALLAN LINE         |
| MONTEAGUE          | FRIDAY, 7th JULY.  |
| EMPEROR OF INDIA   | FRIDAY, 28th JULY. |
| EMPEROR OF JAPAN   | FRIDAY, 28th JULY. |
| EMPEROR OF BRITAIN | FRIDAY, 18th AUG.  |
| EMPEROR OF CHINA   | FRIDAY, 8th SEPT.  |
| EMPEROR OF INDIA   | FRIDAY, 29th SEPT. |

Empress of China leaves Hongkong at 6 p.m. and 'Monteagle' at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth to Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. W. S. 'MONTEAGUE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Leeder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON-WASHINGTON RAILROAD &amp; NAVIGATION CO.

## FOR PORTLAND, via MOJI, KOBÉ, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

| STEAMSHIP    | Tons | Captain          | To SAIL             |
|--------------|------|------------------|---------------------|
| HENRIK IBSEN | 4778 | Christen Smith   | June 20th, at Noon. |
| HERCULES     | 3780 | Rosin Wilhelmson | June 30th, at Noon. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | Captain              | To SAIL                        |
|-----------|----------------------|--------------------------------|
| BAICHING  | Capt. W. C. Passmore | FRIDAY, 9th June, at 11 A.M.   |
| BAIMON    | Capt. J. W. Burns    | TUESDAY, 13th June, at 11 A.M. |
| BAITAN    | Capt. J. S. Roach    | FRIDAY, 16th June, at 11 A.M.  |

## FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the Months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK &amp; CO., General Managers.

Hongkong, June 23, 1910.

## SWEDISH EAST ASIATIC CO., LIMITED.

## GOIHENBURG.

## PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

| DESTINATION.                     | STEAMERS. | DATE OF SAILING. |
|----------------------------------|-----------|------------------|
| SHANGHAI, YOKOHAMA, KOBÉ & MOJI. | NIPPON    | 15th June.       |

For Freight and further Particulars, apply to

Olof Wijk &amp; Co., CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No.

## Shipping

## U. S. MAIL LINE. PACIFIC MAIL S. S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line taking the warm SEVENTH ROUTE across the Pacific, via Honolulu Oahu, the most fertile and beautiful island of the Pacific.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS.   | Tons   | SAILING DATES.                  |
|-------------|--------|---------------------------------|
| * SIBERIA   | 18,000 | FRIDAY, 9th June, at 1 p.m.     |
| * MANCHURIA | 27,000 | SATURDAY, 24th June, at 1 p.m.  |
| * MONGOLIA  | 27,000 | FRIDAY, 15th July, at 1 p.m.    |
| * KOREA     | 18,000 | FRIDAY, 11th Aug., at 1 p.m.    |
| * SIBERIA   | 18,000 | SATURDAY, 24th Aug., at 1 p.m.  |
| * MANCHURIA | 27,000 | FRIDAY, 8th Sept., at 1 p.m.    |
| * MONGOLIA  | 27,000 | SATURDAY, 30th Sept., at 1 p.m. |
| * KOREA     | 18,000 | SATURDAY, 28th Oct., at 1 p.m.  |

\* Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The s.s. SIBERIA will be despatched for San Francisco, via Koolung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu, on FRIDAY, the 9th June, at 1 p.m.

Fares: Hongkong to London £71, 10/0. Return six months £120, 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.E. & M.E. Services, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

## INTERMEDIATE SERVICE.

CHINA.....10,200 Tons, FRIDAY, 16th June, at 1 p.m.

PERSIA.....9,000 " FRIDAY, 7th July, at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, June 16th, at 1 p.m.

On the Five MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports £43.

Hongkong to San Francisco £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, Erno's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED.

## SAILINGS FROM HONGKONG—

## (SUBJECT TO ALTERATION)

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

## THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

| For   | Steamers      | Tons (gross reg) | Leaves                         |
|---|---------------|------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimidzu & Yokohama.       | SEATTLE MARU. | 6182             | Tuesday, 13th June, at 11 a.m. |
| VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu & Yokohama. | MEXICO MARU.  | 6082             | Tuesday, 27th June, at 11 a.m. |

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

| For                             | Steamers     | Leaves                           |
|---------------------------------|--------------|----------------------------------|
| TAMU via SWATOW & AMOY          | DAIJIN MARU. | SUNDAY, 11th June, at Noon.      |
| ANPING via SWATOW & SOSHU MARU. | AMOY         | WEDNESDAY, 14th June, at 10 a.m. |
| TAMU via SWATOW & AMOY          | DAIGI MARU.  | SUNDAY, 18th June, at 10 a.m.    |

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| For   | STEAMERS       | Tons     | To SAIL                           |
|---|----------------|----------|-----------------------------------|
| SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA.                                      | YORCK          | (17,000) | About WEDNESDAY, 14th June.       |
| MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. | COBLENZ        | (8,750)  | SATURDAY, 17th June, at Daylight. |
| KOBÉ and YOKOHAMA.  | PRINZ WALDEMAR | (6,000)  | About TUESDAY, 27th June.         |
| JESSELTON, KUDAT and SANDAKAN.  | BORNEO         | (6,000)  | End of June.                      |

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS &amp; CO.

General Agents, Hongkong &amp; China

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| For                          | STEAMERS | To SAIL                      |
|------------------------------|----------|------------------------------|
| SHANGHAI                     | HANGSANG | FRIDAY, June 9, at Noon.     |
| MANILA                       | YUENHANG | FRIDAY, June 9, at 2 p.m.    |
| SINGAPORE                    | HOPEANG  | SATURDAY, June 10, at Noon.  |
| SANDAKAN                     | MAUSANG  | WEDNESDAY, June 14, at Noon. |
| MANILA                       | LOUNGANG | SATURDAY, June 17, at 2 p.m. |
| SINGAPORE, PENANG & FUKUING. | MONDAY   | June 26, at 2 p.m.           |

## RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kaitang, Nanyang and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datt, Simporna, Tawau, Uakau, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.

General Managers.

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

| FOR                   | STEAMERS | TO SAIL             |
|-----------------------|----------|---------------------|
| SHANGHAI              | NINGPO   | June 10, Midnight.  |
| HAIPHONG              | SENGAN   | June 13, at 10 a.m. |
| TSINGTAU AND TIENTSIN | HEICHOW  | June 13, at 4 p.m.  |
| WEIHAIWEI             | TRAN     | June 13, at 4 p.m.  |
| MANILA, CEBU & LOILO  | TAIWAN   | June 14, at 4 p.m.  |
| AUSTRALIAN PORTS      | LINAN    | June 15, at 4 p.m.  |

Not Calling at Port Darwin.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tain' & 'Taming'. Saloon accommodation amidships. Electric Fans fitted; extra staterooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chennan, Linan, Chihnu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B. Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers had passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Telephone No. 36.

## NIPPONYUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATIONS.  | STEAMERS.     | SAILING DATES.                     |
|--|---------------|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, AND PORT SAID. | KAWACHI MARU. | WEDNESDAY, 14th June, a.m.         |
|  | ATSUTA MARU   | WEDNESDAY, 21st June, at Daylight. |

| VICTORIA, B.C. & SEATTLE. | STEAMERS.   | SAILING DATES.                |
|---------------------------|-------------|-------------------------------|
|                           | INABA MARU. | TUESDAY, 20th June, at 4 p.m. |
|                           | TAMBA MARU. | TUESDAY, 18th July, at 4 p.m. |

| VICTORIA, B.C. AND SEATTLE. | STEAMERS.  | SAILING DATES.                  |
|-----------------------------|------------|---------------------------------|
|                             | SADO MARU. | SATURDAY, 17th June, from KOBE. |

| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. | STEAMERS.    | SAILING DATES.              |
|---|--------------|-----------------------------|
|   | YAWATA MARU. | FRIDAY, 10th June, at Noon. |
|   | NIKKO MARU   | FRIDAY, 17th July, at Noon. |

| KOBÉ & YOKOHAMA. | STEAMERS.      | SAILING DATES.                 |
|------------------|----------------|--------------------------------|
|                  | MIYASAKI MARU. | THURSDAY, 8th June, at 11 a.m. |

| BOMBAY, via SINGAPORE, AND COLOMBO. | STEAMERS.    | SAILING DATES.      |
|-------------------------------------|--------------|---------------------|
|                                     | HAKATA MARU. | TUESDAY, 13th June. |

§ Fitted with new system of wireless telegraphy.

† Cargo only. \* Carries Deck Passengers. † Calling at Djibouti.

## CHEAPEST SUMMER RATES

## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

## SPECIAL EXCURSION TICKETS (1st &amp; 2nd Class) AVAILABLE FOR 3 MONTHS.

| Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|------------------|--------------|--------------|------------------|
| 1st class \$120  | \$110        | \$100        | \$90             |
| 2nd class \$80   | \$70         | \$60         | \$50             |

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, &c., apply to

T. KUSUMOTO, Manager.

Regal Boots AND shoes

FOR SALE AT REASONABLE PRICES.

THE SAVOY, 8, D'Agular Street (opposite Court House).

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. O. FINE, Director.

## TYPHOON SIGNALS.

## STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H.M.S. Amara, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.



## Shipping

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS<br>to<br>Colombo | Leave<br>Hongkong | Connection Steamers<br>from Colombo to<br>Marseilles and<br>London | Due<br>Marseilles<br>(Brindisi<br>2 days earlier) | Due<br>Plymouth<br>(London<br>1 day later) |          |          |
|---------------------------|-------------------|--|---|--|----------|----------|
| Steamer                   | Tons              | Leave Sat./day   | Tons  | Sunday                                     | Saturday |          |
| DELHI                     | 8000              | June 10  | Malwa   | 11000                                      | July 9   | July 13  |
| ARCADIA                   | 7000              | June 24  | Macedonia   | 10500                                      | July 23  | July 27  |
| DELTA                     | 8000              | July 8   | Marmora   | 10500                                      | Aug. 6   | Aug. 12  |
| ASSAYE                    | 7500              | July 22  | India   | 8000                                       | Aug. 20  | Aug. 26  |
| DELI                      | 8000              | Aug. 5   | Moldavia  | 10000                                      | Sept. 3  | Sept. 9  |
| DEVANHA                   | 8000              | Aug. 19  | Morea   | 11000                                      | Sept. 17 | Sept. 23 |
| ARCADIA                   | 7000              | Sept. 2  | Mongolia  | 10000                                      | Sept. 30 | Oct. 6   |
| DELTA                     | 8000              | Sept. 16   | Mooltan   | 10000                                      | Oct. 14  | Oct. 20  |
| ASSAYE                    | 7500              | Sept. 30   | Malwa   | 11000                                      | Oct. 28  | Nov. 3   |
| DELHI                     | 8000              | Oct. 14  | China   | 6000                                       | Nov. 11  | Nov. 17  |

Passengers change steamers at Calcutta, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Calcutta is definitely reserved in Hongkong at time of booking.

FARE TO LONDON (including Surtax).

1st Saloon.....£11.10 Single. £106.14 Return.

2nd .....£18.8 .....£72.12

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

### LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS. | Leave<br>Hongkong |              | Due<br>London |      |
|-----------|-------------------|--------------|---------------|------|
|           | TONNAGE           | about 1911   | about 1911    | 1911 |
| NILE      | 6700              | June 14      | July 31       | 21   |
| NUBIA     | 6900              | July 12      | August 12     | 27   |
| SIKHA     | 5900              | July 26      | September 10  | 10   |
| SYRIA     | 6200              | August 9     | September 24  | 24   |
| NORE      | 6700              | August 23    | October 8     | 8    |
| SARDINIA  | 6500              | September 20 | November 5    | 5    |

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARE TO LONDON (including Surtax).

1st Saloon.....£25.00 Single. £211.00 Return.

2nd .....£38.10 .....£157.4

For further particulars apply to

E. A. HEWETT,

Superintendent.

## MESSAGERIES MARITIMES

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

| FOR                          | STEAMERS | CAPTAIN | TO SAIL            |
|------------------------------|----------|---------|--------------------|
| SHANGHAI, KOBE, AND YOKOHAMA | DUMBIA   | X       | June 19, P.M.      |
| MARSEILLES, Via Ports        | TONKIN   | CONFIA  | June 20, at 1 P.M. |

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

### HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
Via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

#### NEXT SAILINGS FROM HONGKONG

| Outward                       | Homeward                         |
|-------------------------------|----------------------------------|
| For Shanghai, Kobe & Yokohama | For Marseilles, Havre & Hamburg  |
| S.S. SILVIA.....19th June.    | S.S. SCANDIA.....23rd June.      |
| S.S. HELIAS.....20th June.    | For Rotterdam, Hamburg & Antwerp |
| S.S. SPEZIA.....1st July.     | S.S. SITHONIA.....28th June.     |
| S.S. SILEZIA.....12th July.   | For Havre & Hamburg              |
| S.S. AMBRIA.....23rd July.    | S.S. SLAVONIA.....8th July.      |
| S.S. ALBESIA.....28th Aug.    | For Rotterdam & Hamburg          |
| S.S. SENEGAMBIA.....25th Aug. | S.S. BRASLIA.....7th July.       |
| S.S. SUEVIA.....6th Sept.     | For Havre & Hamburg              |
|                               | S.S. SPEZIA.....6th Aug.         |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



### PHILIPPINES STEAMSHIP Co.

| Steamship | Tons | Departure   | For                   | Days, etc.                   |
|-----------|------|-------------|-----------------------|------------------------------|
| SAFIRE    | 4000 | M. O. Smith | Manila, Cebu & Iloilo | Saturday, June 10, at 4 p.m. |
| RUBI      | 4000 | S. Crosby   | Cebu & Iloilo         | Monday, June 12, at 4 p.m.   |

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

## Shipping.

### THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

| STEAMER | Tons | CAPTAIN   | ON OR ABOUT |
|---------|------|-----------|-------------|
| LUCERIC | 6400 | J. MATHIE | 30th June.  |

\*Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

King's Building, Praya Central.

Telephone No. 780.

### INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

#### PROPOSED SAILINGS.

| FROM HONGKONG. | FROM COLOMBO.               |
|----------------|-----------------------------|
| 27th May.      | S.S. DUNERIC.....15th June. |
| 24th June.     | Steamer.....12th July.      |

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

Hongkong, April 1, 1911.

### AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

### TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

| Steamer        | Tons   | Captain       | Date of Sailing        |
|----------------|--------|---------------|------------------------|
| * CHIYO MARU   | 21,000 | W. V. GREENE  | Friday, June 30, Noon. |
| * AMERICA MARU | 11,000 | A. G. STEVENS | Friday, July 21, Noon. |
| * TENYO MARU   | 21,000 | E. BENT       | Friday, July 28, Noon. |
| * NIPPON MARU  | 11,000 | H. S. SMITH   | Friday, Aug. 18, Noon. |

\* Triple Screw, turbine engines. \* Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 30th June, at Noon.

#### SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

| Steamer       | Tons   | Captain    | Date of Sailing          |
|---------------|--------|------------|--------------------------|
| HONGKONG MARU | 11,000 | E. HANCOCK | Saturday, June 17, Noon. |
| KIYO MARU     | 17,200 | E. NISHI   | Tuesday, Aug. 15, Noon.  |
| BUYO MARU     | 10,600 | E. HANCOCK | Saturday, Oct. 14, Noon. |

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL, via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at Noon.

FARE FROM HONGKONG:

to SAN FRANCISCO.....£ 45. 0-0, Single

to NEW YORK.....£ 60. 0-0, "

to LONDON.....£120. 0-0, Return 6 months.

to SALINA CRUZ or MANZANILLO.....Yen. 420.00, Single.

to VALPARAISO.....Yen. 370.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Ports:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Ports:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Ports:—Missionaries and their families.

These concessions apply to San Francisco line only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

#### S. HANDA.

JAPANESE MASSAGIST.

2nd FLOOR,

No. 40, QUEEN'S ROAD CENTRAL,

HONGKONG.

HEAD THE PORT OFFICE.

Hongkong, April 22, 1911.

#### PREACHING THE GOSPEL

IN

JAPAN AND TIBET.

By Prof. E. R. POINSA.

On Sale at the China Mail Office

5, Wyndham Street.

Price.....10 cents

## Shipping.

### THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

### MAIL TO AUSTRALIA.

#### MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|----------|--------------------------------|------------------------------|
| EASTERN  | June 2                         | June 24th, at Noon.          |
| ALDENHAM | June 16                        | July 8th, at Noon.           |
| EMPIRE   | June 30                        | July 22nd, at Noon.          |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

### HONGKONG-NEW YORK.

#### AMERICAN ASIATIC S. S. CO.



FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the

MALABAR Coast).

S.S. DAORE CASTLE.....on or about 21st June, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, May 31, 1911

### THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 10, DES VORX ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, Fookchow Road.

YOKOHAMA, 32, WATER STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

#### PEAK TRAMWAYS COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.30 a.m. to 11.00 p.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SCENIC DAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon.....Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 3.15, 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Vortex Road Central.

JOHN D. HUMPHREYS & SON,











# Hongkong Steel Foundry Company.

**SPECIALISTS**  
In the Manufacture of  
**Best Cast**  
**Steel**  
**Castings.**

Every Description of Castings for  
**Shipbuilders, Engineers, Railways,**  
AND  
ALL CLASSES OF **Machinery** High-Grade  
Castings.

**GORDON & Co., General Managers**  
Hongkong



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
and  
Share, Coal and General Brokers.

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THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on  
**SATURDAY,**  
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A CONSIGNMENT OF  
**SLAZENGERS 1910 CHAMPIONSHIP TENNIS BALLS**  
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SEVERAL CANS OF STERILISED MILK (The Union Brand).

TERMS:—As usual.  
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Hongkong, June 7, 1911. 757

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Price 1/6

## Auctions.

G. R.  
**PUBLIC AUCTION.**

Particulars and Conditions of the letting by Public Auction Sale, to be held on **MONDAY, the 12th day of June, 1911,** at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land South of Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal to a Crown Grant to be fixed by the Surveyor of the Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

| Locality | Boundary Measurements   | Area in Acres | Area in Sq. Yds. | Area in Sq. Fms. |
|----------|---|---------------|------------------|------------------|
| Lot 1    | 1/4 Sec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 | 1.100         | 43,560           | 43,560           |

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## SCOTTISH SPORT

(From Our Own Correspondent.)

EDINBURGH, May 9.

CRICKET—THE REAL OPENING.

The first week of May is early enough for cricket, and those who had the temerity to encroach on April had no great reward for their daring, while they risked chills and ill. The ball has as yet beaten the hot, and is to be expected in this climate at this season. Nevertheless several fine hours were returned on Saturday. The Loretto wonder, G. L. Hunter, headed the list with a century; he has made an early start towards beating his 1,000 odd runs last season. Another youngster, G. D. Crole, played a capital innings for Edinburgh Academy; and A. B. Paterson got 71 for Loretto, so that the batting honours of the day rest with the schools.

Except for the stand by Peel and Jenkinson, Grange made a poor display with the bat, and only won by the weakness of Heriot's. In the meeting of Edinburgh Academicals and R.H.S., the best batting was by H. Hay Brown, and the best bowling by H. J. Stevenson, both Academicals. The Inter-University fixture at Craiglockhart, Aberdeen and Edinburgh, was not productive of tall scoring. The bowling of the home team; however, was good, Drummond capturing six wickets for 49 runs. Those old rivals, Leith Academical and Carlton, had an exciting finish in their drawn match; Carlton was left with about an hour to equal a score made in three hours; but, by "going for runs," they very nearly pulled off the honours. In the Scottish Midlands, judging from their opening engagements, East Stirlingshire (Falkirk) and Clackmannanshire will have a good season; the first named are so strong that they will run three elevens. The prospects for Stirling County are not so rosy. In the West, Uddingston, after two draws had their first victory in a Union engagement. Neither Pollock nor Ferguison showed good form. But Drummond was in fettle and disposed of Kelburn in summary fashion: they had seven double figures. To the great delight of their many friends, west of Scotland started their season with a win at the expense of Clydesdale. In Dundee Victoria v. Arbroath United, the Dundee professional, Winyard, took eight wickets for 4 runs, and of his 13 overs 9 were maidens.

RESULTS.

Grange, 175; Heriot's F.P., 45.

Edinburgh Academicals, 180; Royal High School F.P., 90.

Edinburgh University, 156; Aberdeen University, 100.

Leith Academical, 151; Carlton 140 for eight.

Stewartonians, 62 for three; Hawick, 141 for eight.

Loretto, 220 for five; Murrayfield, 41.

Edinburgh Academy, 136 for nine; Leith Franklin, 116 for seven.

Dundee Victoria, 74; Arbroath United, 39.

Strathmore (Forbes), 115 for nine; Dundee High School F.P., 73.

Brechin, 70; Farnham, 56.

East Stirlingshire, 65; Clackmannan, 91.

Uddingston, 52; Ayr, 54.

Clydesdale, 69; West of Scotland, 80.

Pollock, 67; Ferguison, 45.

Drumpeiler, 147; Keldume, 55.

ATLETICS.

At George Watson's College Athletic Sports, the school Championship was won by A. Dought, their stalwart centre-three-quarter, but the outstanding boy was L. James, who won the quarter mile all the way in 55 sec., and afterwards the mile for the second year in succession in the creditable time of 4 min. 50 1/2 sec., the first prize in this competition was presented by Watsonians in China. In the one mile relay race for the Canute Cup presented by Watsonians in the Dominion, teams of four runners represented the "football" houses. The result was:—1. Lauriston; 2. Cockburn; 3. Ogilvie; and 4. Preston. There was a big field for the open quarter, which was won by H. J. Christie (24), West of Scotland; while T. O. Wright (20), the stalwart Jed Forest forward, and a nephew of the famous Dan Wright of Jedburgh, was runner-up, with E. A. Hunter (12), son of Mr. Frank Hunter, the Grange cricketer, just beaten out of a place in the last time of 51 2/3 sec. In the 220 yards football race, when the Internationals J. Y. Henderson (0), E. Milroy (12), and L. M. Spence (12), finished as runners-up, they were immensely enthusiastic. Another International, J. Pearson (20), won the half-mile in such style as to secure for his prospects were "as to take to the track," said Dr. A. A. Shanks, the future

City back, did well to secure second place in the 100 yards from the short mark. In the Glasgow Academical Club Sports, the Championship was gained by J. Hood. The fastest ride of the day was the school mile handicap, won by J. G. Connell, scratch, in 5 min. 24 2/5 sec.—10 sec. slower than his last year's performance. T. C. Wright, who won the Duncan Challenge Bowl at the Northern Harriers meeting at Powderhall, is one of our best sprinters. He beat J. C. McNulty over 220 yards by three yards in 24 3/5 sec., which is a better performance than it looks in cold type, as the weather was all against speedy running. A. Shierlaw won the 120 yards in 13 1/2 sec. off 7 1/2 yards, and the two miles flat was captured by W. Wilson (180 yards) in 10 min. 19 3/5 sec.

GOLF.

Last year the Open Championship at St. Andrews had to be stopped on the first day, the course being unplayable through rain. History has repeated itself: the first day's play in the Royal and Ancient Spring Meeting was cancelled, the rain coming down in torrents. Among those who went round in the midst of the storm and tried to hole out under water was General Briggs, now in his eighty-fourth year, happily he was able to go round again the next day, none the worse for his drenching. A postponement through stress of weather invariably leaves dissatisfaction; and in the present case it necessitated the withdrawal of several leading members from participation in the second day's play.

Mr. Guy Campbell succeeded in retaining the Silver Medal with the same score that gave it to him last year, —82. No one all seek to discount his performance, but probably no winner has "ever" been so fortunate when his position was within an ace of being successfully challenged. Last year Mr. John L. Low, and this year Mr. Edward Blackwell, had only to play a hole or two in a little worse than par to displace him from his position. Both, however, got into trouble. Mr. Low at the famous Road Hole, and Mr. Blackwell at the Corner of the Dyke, and Mr. Campbell was left in possession. On the previous day, also, when play was cancelled, Mr. Campbell had a card of 86, which was not the best of the golf, Mr. J. A. Shaw finishing the round in 82.

After figuring for two years in the semi-final of the "Dispatch" Tournament, Stewart's College were successful in carrying off the great trophy of the Braids. Their team was a very strong one.—Mr. J. F. Mitchell, an ex-Irish Champion; Mr. J. D. Little, an ex-South of Ireland Champion and the record-holder at Dolly-mountain; Mr. J. H. Macgregor, a Burgess Gold Medalist; and Mr. Harold J. Kerr, an Irish Champion semi-finalist. Blackford were the runners-up; and the semi-finalists were Watsonians (last year's trophy holders) and the Rockies.

## NIAGARA HARNESSSED

It would be a little surprising, if one were not acquainted with all the facts, to find that Canada, although young as a nation, is yet one of the most advanced countries in the world in the direction of development along scientific lines. Something of this is seen in the scheme that is at present in such successful operation whereby the enormous and inexhaustible energies of the Niagara Falls are being utilized for the supplying of electrical power for all manner of purposes to many cities and towns of Ontario.

Individually the municipalities in question could not, for very obvious financial reasons, have undertaken the harnessing of the distant Falls; collectively the project was more feasible. It was made practical by the action of Sir James Whitney's Government, who linked the municipalities together in active co-operation and brought about the Hydro-Electric Commission.

Two of the members of the Ontario Government are on the commission. These are the Hon. Adam Beck, the originator of the Hydro-Electric scheme, and the Hon. J. S. Hendrie, C.W.O., who was formerly Mayor of Hamilton, one of the busiest industrial cities of Ontario.

Mr. Hendrie is at present on a visit to this country, and has been spending some little time in London. To a representative of the "Standard of Empire" he gave some interesting information as to what had already been accomplished by the Hydro-Electric Commission, and also as to its future plans.

"We are now," said Mr. Hendrie, "supplying power to twenty-two towns and cities of Ontario. These include Toronto, West Toronto, Hamilton, London, Guelph, St. Thomas, Berlin, Stratford, Ingersoll, Dundas, Port Credit, Brampton, St. Mary's, Tillsonburg, Hespeler, and several other important centres. This makes a total of 340 miles of line and represents an expenditure of \$5,000,000 (\$750,000). We shall probably spend \$1,500,000 (\$250,000) more. The Government intend, I believe, to extend the line to Windsor, either from London or St. Thomas, passing through the city of Chatham.

"The Hydro-Electric scheme," was not designed for revenue purposes. The sole object has been to enable the municipalities to obtain electric power—'white coal' as we call it—for manufacturing, lighting, running trams, and a variety of other useful purposes. At the same time it is not an additional burden on the Government. At the end of thirty years the whole of the undertaking will have been paid for as far as capital account is concerned. All that we shall have to pay for will be the power at Niagara Falls, where, I may add, we can obtain about 400,000 horse-power of energy."

Mr. Hendrie added that the Hydro-Electric power scheme was the only one of its kind in the world—that is to say, in which municipalities had joined together for their mutual benefit. It had been brought up to the highest standard of efficiency, and before the plan was ready for operation representatives from the Governments of Japan and Germany visited Ontario in order to inspect it.

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Hongkong, November 16 1909. 1424.

## INTERPORT CRICKET DINNER.

### The Speeches.

In the Shanghai Club on the 2nd inst.  
the customary dinner was held in honour  
of the teams which have competed in this  
year's interport cricket match. A large  
number of guests were present besides the  
members of the teams, and over the gathering  
Mr. A. P. Wood, President of the  
Shanghai Cricket Club, presided.

After the coars had been removed the  
usual loyal toast was given, and the Chair-  
man prop. sed the toast of "The Teams."  
In doing so he wished prosperity to the  
Hongkong Cricket Club. It would be  
Shanghai's turn to go to Hongkong  
next, and they looked forward to the  
very jolly time that Hongkong always  
gave them. There were several first  
class cricketers there, well known to  
Shanghai, who had been unable to  
come here, but it was always the same—it  
was difficult to get a team together to go  
away. Interport matches, however they  
might be, served to promote good feeling  
between Hongkong, Shanghai and the out-  
ports. In conclusion, he congratulated Mr.  
McEuen on his bowling, and also the young-  
est members of the home team for the  
splendid stand they made at a critical part  
of the game when they put up 65 runs  
during their partnership (applause). He  
proposed the health of "The Teams."

Replying on behalf of the visitors Mr. A.  
C. E. Elborough, Captain of the Hongkong  
Eleven, mentioned that he had a telegram  
from Dick Hancock reading, "Prosit.  
Better luck next time. Heartiest con-  
gratulations Shanghai eleven." He would  
congratulate Shanghai, for they had shown  
themselves the better eleven. They had  
to thank Shanghai, and particularly the  
members of the Cricket Club, for their  
hospitality, and he hoped they would see  
Shanghai down in Hongkong soon.  
(Applause).

Capt. Barnett replied on behalf of the  
Shanghai team, and remarked that his  
experience of Hongkong was that Shang-  
hai's hospitality could hardly compare with  
that of Hongkong. He agreed with Mr.  
Elborough that Shanghai were the better  
side, and he sympathized with him in that  
he had brought up a team which was not  
quite representative of Hongkong. He  
himself had had the same experience in  
Hongkong. In regard to taking teams  
away, he could not help thinking that  
perhaps a little more pressure ought  
to be put on captains to let their men away.  
(Hearty cheer). In future years this match  
would be remembered as McEuen's match,  
and he had much pleasure in presenting Mr.  
McEuen with the cricket ball, suitably  
engraved. Capt. Barnett pitched the ball  
to the recipient who made a neat catch  
and applause.

Mr. McEuen replied, and thereafter Mr.  
E. C. Pearce proposed "The Guests" to  
which Sir David and the team replied.  
During the evening songs were rendered  
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## Business Notices.

### THE EASTERN ASBESTOS COMPANY, HONGKONG.

SOLE AGENTS FOR

THE BELDAM PACKING & RUBBER COMPANY,  
LONDON.

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,

Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION

PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS 'CERUGATED', HONGKONG.

TELEPHONE No. 501.

### LANE, CRAWFORD & CO.

ESTABLISHED 1850.

## GROCERY, PROVISIONS, WINES & SPIRITS

OF THE FINEST QUALITY AT MODERATE PRICES.

Daily Deliveries Free in Hongkong,  
Peak and Kowloon.

PRICE LISTS AND ORDER BOOKS  
ON APPLICATION.

(TELEPHONE 97).

LANE, CRAWFORD & CO.

### BIJOU SCENIC THEATRE,

FLOWER STREET.

EVERY EVENING AT 9.15 P.M.

Brilliant Moving Pictures.

VAUDEVILLE,  
POPULAR ARTISTES.

7.15 P.M. Pictures only.

POPULAR PRICES: SEE HAND BILLS.

Lessee and Manager.....R. H. STEPHENSON.

Hongkong, June 1, 1911. 738

### VICTORIA DISPENSARY.

(OPPOSITE THE CLOCK TOWER).

## Dispensing & Family Chemists.

IMPORTERS OF

Proprietary Medicines,

Toilet Articles, Perfumery, Soaps.

Cigars, Cigarettes, Tobaccos.

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE,  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
MODERATE TERMS AND NO EXTRAS

J. H. TAGGART, Manager.

### PEAK HOTEL.

AMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Junctions 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in  
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent  
island for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From \$5 per day Mex. Telegraph Add: "Peakful."

Town Office, 4, Des Voeux Road.

Hongkong, February 8, 1908.

### THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, Bund.

Hongkong, March 1, 1911.

YOKOHAMA.

20

### THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire  
all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: GRAND.

Hongkong.

G. OWEN,

Proprietor.

## Business Notices.

### GREEN ISLAND CEMENT CO., LD.

## PORTLAND CEMENT

In Casks of 75 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

### FAIRALL & CO.

ARE SHOWING

SMART WASHING FROCKS  
VERY REASONABLE PRICES.

## BATHING SUITS.

WASHING HATS & BONNETS.

NEW SAILOR HATS.

Gloves in Doe Skin, Silk & Lisle Thread, etc.

2, PEDDER STREET.

Telephone 644.

### MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs

CAMERAS FOR HIRE.

1788

### GENERAL ELECTRIC CO. OF CHINA, LD.

16, DES VOUEX ROAD, HONGKONG.

DIRECT AGENTS FOR THE SOLE MANUFACTURERS AND SUPPLIERS  
THROUGHOUT THE BRITISH EMPIRE OF

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## Intimations.

**G. FALCONER & Co.**

LIMITED,  
WATCH-MAKERS AND JEWELLERS  
Telephone No. 963.

## HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & Co.**

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908. 1788

**WING ON Co.**

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS  
HAVE JUST RECEIVED NEW SHIPMENTS OF  
Drapery, Grocery, Ironmongery, Crockery, Glass and  
China Ware, Furniture, Watches & Clocks.  
The Cheapness and quality of their Goods have no equal.  
206-213, DES VŒUX ROAD CENTRAL.  
107 & 108, CONNAUGHT ROAD CENTRAL, (Trans pass the Door)  
Telephone 188.  
Hongkong, August 15, 1910. 772

**J. ULLMANN & Co.**

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied stock of  
HIGH CLASS JADE AND CHINESE-MADE  
JEWELLERY  
SOUVENIR-SPoons.  
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.  
Prices right.

**Weismann, Limited.**

Bakers, Confectioners, Caterers,  
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 609

**CROWN ROYAL EXTRA CANVAS**

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM

**M. C. THOMSON & CO., LTD.**

GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS:  
**MELCHERS & CO.,**  
AND THE PROMINENT SHIPHANDLERS.

Carbonic Acid in Steel Cylinders and

Aerated Water Machines

ALL ACCESSORIES FOR SAME.

**MELCHERS & Co.**

**DINNEFORD'S**

IMPORTANT  
NOTICE  
In consequence  
of numerous imitations,  
please see that  
"Dinneford & Co."  
is on every bottle  
and label.

**MAGNESIA**

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

**THE CHINA MAIL, LTD.**

undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS,  
TUBES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE  
6, Wyndham Street.

European Supervision

Moderate Prices

## Intimations.

**MITSU BISHI GOSHI KWAISHA**

(MITSU BISHI CO.)

## COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, YO-  
SHINOTANI, HOJO, KANADA,  
NAGAZAKI, SANO, SHINNEW  
and KANIAMADA Collieries.

SOLE AGENTS for KISHIDAKE  
COAL.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,

Wakamatsu, Kobe, Osaka,

Shanghai, Hongkong, Hankow

TEL. ADDRESS for above:—IWASAKI.

Code:—AI, ABC 6th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macdonald &

Co.

SINGAPORE: Messrs Borneo Co.

Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, PADDER STREET,

Hongkong.

Hongkong, April 29, 1911. 818

## PEAK TRAMWAY COMPANY, LTD.

## NOTICE.

On and after 15th instant the following

additional cars will be run:

WEEK DAYS: 7.15 A.M. 8.15 A.M.

8.15 P.M. 10.00 P.M.

10.00 P.M. 10.30 P.M.

10.30 P.M. 11.00 P.M.

11.00 P.M. 11.30 P.M.

The above service between 7.30 A.M. and

8 A.M. on week days will be every quarter

of an hour instead of every 10 minutes.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, June 2, 1911. 741

## A. S. WATSON &amp; CO. LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND on account of the year  
of THIRTY CENTS per Share will  
be payable at the Hongkong and Shanghai  
Bank, Hongkong, on and after the 2nd  
June 1911, on Warrants to be obtained at  
the Company's Office.

The Dividend will also be payable at the  
Hongkong and Shanghai Bank, Shanghai,  
on and after the same date.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, June 2, 1911. 742

## NOTICE.

THE ROBERT DOLLAR CO. have  
now established their own office at  
Room No. 7, THIRD FLOOR, HOTEL  
MANSIONS.

In addition to the steamship business  
we are handling Oregon Pine, Redwood,  
Caribbean Green, etc. Any inquiries will  
have our most prompt and careful attention.

THE ROBERT DOLLAR CO.

Hongkong, June 2, 1911. 743

## Popular -

**ASAHI BEER**

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Amakusa December 17, 1910 1592

CAREFUL ATTENTION TO ALL ORDERS

AND ENQUIRIES FOR LADIES' CHILDREN'S

HATS, GLOVES, EMBROIDERY,

BLOUSES, SHOES, HANDBAGS, ETC.,

&c., &c., &c.

We Give THE BEST VALUE

THE DRAPERY EMPORIUM,

28, WELLINGTON STREET,

Near D'Aguiar St.

Telephone, No. 807.

Hongkong, April 18, 1911. 540

## THE THEATRE FIRE.

## Description of Edinburgh

## Building.

## A NOTE ON LAFAYETTE.

An old Edinburgh student writes to the  
Times of London, in connection with the  
recent tragic occurrence at an Edinburgh  
music hall and the death of that well  
known public entertainer, Lafayette:—It  
will, no doubt, be of interest to the general  
public to have a short description of the  
Empire Palace Theatre—together with a  
recollection of the man who gave his life  
in the endeavour to save those of others—  
long before details can be expected out  
from home. The Empire Palace Theatre  
is in the Moss-Stoll provincial circuit, and  
one of the most popular of the numerous  
variety theatres in the provinces.

The performance was always first-class,  
and there Harry Lauder, Marie Lloyd,  
Wilkie Bard, and all the other chief stars  
used to give us students a weekly feast of  
delight. It was only natural that this  
particular theatre should be extremely  
popular with the student as it is only two  
minutes distant from the University Union  
—the students' club—and nothing was more  
natural than to wander round there of an  
evening. The Empire is situated opposite  
the Royal College of Surgeons and is on  
the main street leading down over the  
Bridges, past the Waverley Station Hotel  
into Princess Street. A hundred yards  
away stands the stately old University, and  
only three hundred the McEwan Hall and  
new University buildings. The theatre  
itself was a red-brick building and most  
comfortable inside. The stage was not as  
large as those of the new theatres, but still  
it could not be called a small one. The front  
exit was an extremely bad one to my mind,  
in such an emergency as a fire, for everybody  
from the stalls, dress circle, and boxes have  
to crush down quite a narrow staircase  
which opens into the main street. If there  
had been any panic at all, at this exit, the  
catastrophe must have been terribly augmented.  
I have been all through the theatre, and  
the dressing accommodation, as far as I  
remember it, was in little patches all over  
the back. In fact, I rather believe some  
performers had to pass across to an annex.  
So much for the theatre.

By a strange freak I was once inside  
Lafayette's private room in his London  
dwelling. He was the man of mysteries,  
who, when an idea came to him, used to  
go without sleep till he had expanded it to  
his own satisfaction. On one occasion he  
actually went without sleep for four days  
and three nights. As I entered his room  
travelling on the heels of my friend who  
was good enough to take me, I stopped  
astounded. Thick heavy fumes of incense  
filled the air, and the room was fitted up  
with the most wonderful assortment of  
tapestries, Eastern rugs, and tables covered  
with wonderful curiosities, whilst lying  
on a couch lay Lafayette. Pale beyond  
measure, he lay without embarrassment  
and without uttering a word of welcome.  
But his eyes never left me. Two dark  
daggers they were, which seemed to  
penetrate into the very marrow. It was  
indeed a strange meeting. For ten minutes  
we sat there, my friend obviously at home,  
myself most uncomfortable, and those eyes  
of Lafayette's never left me. Then he  
spoke.

"I was thinking when you came in," he  
said, "excuse me."

Lafayette was a great philosopher and  
psychologist. He was a great admirer of  
Professor James, of Harvard's, and one of  
his dogmas he was never tired of quoting.  
"A man," he used to say, "can do any-  
thing." "I am never afraid because I have  
hold of all intuition before it becomes  
dangerous. What I mean is this: I am  
walking along a road and suddenly turn  
and see a motor heading down on me and  
instinct bids me stop back, and having  
stepped back, reason makes me give a cold  
shiver. I am not afraid and then run  
away; I use to run away and then become  
afraid, now-a-days I run away—but after-  
wards I am not afraid! I am sure you see.  
It is strange, indeed, to read how these  
words have been proved to the world. It  
appears that Lafayette actually got clear a  
first, and I can imagine him stopping for a  
moment to consider—but only for a  
moment, and then without fear returning  
to save his company-fellow-traveller, and  
gain the mastery over a horse dominated by  
the flames. To the whole annals of music  
hall history, it would be hard, indeed, to  
discover the equal of this man's courage in  
the face of deadly peril.

In the sphere of theatrical life he was  
known as The Great Lafayette. He has  
fully earned the title in the greater sphere.

## "UMBRELLA HATS" IN

## CHURCHES.

## Leeds Priest's Attack on the

## Nuisance.

Under the heading "Obstacles to Piety"  
Dean Shine condemns in scathing terms in  
the current issue of the Leeds Cathedral  
Magazine the present fashionable umbrella  
hats of ladies.

"We have had (he says) complaints of  
two of our clergy to the effect that we feel  
we are never contemplated. . . . He  
ordered women to cover their heads in  
church, but with veils, not with trimmed  
umbrellas. Now we have really heard  
that it is often impossible to see the altar  
—one of our nearest neighbours, because  
of the size of the hats worn by some in-  
considerate ladies. If one might adopt a  
pious attitude only results in an  
unpleasant hat-study.

"For it is not a hooding business, but we  
do think that people who come to church  
would like to study something more exal-  
ting than a hat. We are aware that the  
pillars of the church, its windows, its  
vesting, even its floor, can lift our souls  
to spiritual things—but a hat!

"It was most gratifying to see manifestly  
that the Con. were. We understand that  
they are constantly worn in some churches.  
They are women's proper church head-  
dress. How was it with they could be  
universally adopted, the more so because  
we have heard it blazoned that hats will  
grow bigger still!"

## Intimations.

## TO-NIGHT!

THE CLEVEREST TROUPE OF JAPANESE JUGGLERS, ACROBATS  
AND CLOWNS.

**THE EMPIRE VARIETY CO.**

CONSISTING OF 9 PERFORMERS AT THE

**Empire Cinematograph Hall.**

TWO PERFORMANCES A DAY WITH CINEMA-PICTURES.

1st Performance from 7 p.m. to 8.30 p.m.

Admission: 30 cents and 20 cents.

2nd Performance 8.15 p.m.

Admission:—Dress Circle and Boxes \$1.00; 1st class, Front Seats 50 Cents;

2nd class, Back Seats 30 Cents.

S. TAKISAWA, Manager.

Hongkong, June 6, 1911.

**LANTERNS and CANDLES.**

SPECIALLY MADE FOR THE CORONATION  
CELEBRATIONS.

THE under-mentioned Firms have been specially recommended by the Chairman of  
the Coronation Committee for sale of RED JAPANESE LANTERNS.

The Prices are as follows:

8 inches in diameter . . . . . at \$6 Per 100.

Candles to suit same and to burn 44 hours . . . . . 100.

Do. 32 hours . . . . . at \$1.00 100.

It is advisable to Order early to avoid disappointment.

We have also in stock Small Lanterns (8 inches in diameter) cost \$4.00 per 100.

DOBASHI & CO., Opposite Clock Tower & opposite City Hall.

NAKAZAWA, 7, D'Aguiar Street.

DAIBUTSU & CO., 2, Queen's Road East.

Hongkong, June 1, 1911.

## NOTICE.

During Miss Massey's absence in  
Shanghai enquiries for Belfast Barker  
Marine Motors, Maguetos, Coils, Spares,  
etc., may be addressed to

**Messrs ARNDT & Co.,**

38, Queen's Road.

Hongkong August 23, 1910.

**ASTOR HOUSE HOTEL**

(LAI & CONNAUGHT HOTEL)

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel, recently renovated and under modern  
new Management. Large and Comfortable Rooms. Excellent Cuisine made by  
superior of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GATEAU Proprietor.

1st Floor, October 3, 1908

N. BLUMENTHAL, Manager.

## JAPANESE MAKERS.

EVERY KIND  
OF  
Footwear  
MADE  
TO  
ORDER

CHERRY & CO.

35, WELLINGTON STREET.

Hongkong, May 5 1910. 578

**SWATOW WARRONG & CO.,**

13, QUEEN'S ROAD CENTRAL,

HONGKONG.

MANUFACTURERS OF

Swatow Hand-made Drawn Work

and Canton Embroidery, etc.

GENERAL EXPORTERS.

WHOLESALE & RETAIL.

LADIES' TAILORS.

LAU PING KEE CO.

CIGARS, CIGARETTES, TOBACCO.

USED POSTAGE STAMPS AND

PICTORIAL POST CARDS.

KWONG CHEONG.

GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,

HONGKONG.

Hongkong, May 27, 1911. 713

E. C. WILKS,

M. I. MECH. E. AM.N.A.

CONSULTING ENGINEER AND SUR-

VEYOR for Construction, Valuation

and Assessor for the purchase, or sale, of

Steamships or Launches.

ALEXANDRA BUILDINGS,

2nd FLOOR.

Hongkong, May 2, 1911. 600

**PATELL & CO.**

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st December, 1909,

£19,875,357.

I—Authorized Capital £6,000,000

Subscribed Capital £3,275,000

Paid-up Capital £1,212,500 0 0

II—Fire Funds . . . . . 3,488,136 6 7

III—Life & Annuity Funds £5,089,332 10 11

Sinking Fund Account . . . . . 85,388 2 0



## To Let

HOUSE to let in KNOTSFORD TERRACE, Kowloon.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 15, 1911. 790

## To Let

COOL and COMFORTABLE ROOMS with board on upper level. Very moderate terms to permanent residents.  
Address: "GOOD VIEW,"  
Office of "CHINA MAIL" Office,  
Hongkong, June 15, 1911. 803

## To Let

GODOWNS, 95 & 96, PRAYA EAST.  
Apply  
CHATER & MOY,  
Hongkong, December 6, 1910. 1474

## To Let

Nº 3, CANTON VILLAS, Kowloon, from 1st August.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 8, 1911. 764

## To Let

GODOWN No. 5A, DUDDELL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 709

## To Let

FIRST FLOOR of No. 4, DES VEX ROAD CENTRAL.  
GODOWN in MASON'S LANE good for storage of Wines and other articles. Rent moderate.  
FOUR ROOMS on Ground Floor of College Chambers for Office (2 minutes from Clock Tower) can be let separately. Rent moderate.  
Apply to  
DAVID SASSOON & Co., Ltd.  
Hongkong, April 22, 1911. 558

## To Let

LARGE HOUSE, known as "Dethick," No. 63, Robinson Road, electric light and gas laid on; large tennis court, vegetable garden and stable; with full harbour view.  
Apply to  
LI PO LEUNG,  
c/o Li Brothers, Alexandra Buildings,  
Hongkong, April 17, 1911. 532

## To Let

GODOWN No. 4, NEW PRAYA, Kennedy Town.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 1062

## To Let

HOUSE No. 9A, WONG-NEI-CHONG ROAD.  
Apply to  
NG YUEN HING,  
64, Bonham Street West,  
Hongkong, May 15, 1911. 650

## To Be Let

Nº 34, QUEEN'S ROAD CENTRAL (Shop) opposite the Post Office, No. 2A, D'AGUIAR STREET, suitable for Godown, etc.  
All of which are at present occupied by Vienna Cafe & Co., Ltd.  
For particulars, etc., apply to  
YEE SANG FAT,  
Same Address.  
Hongkong, February 23, 1911. 269

## To Let

FLATS in NATHAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.  
New and Commodious SHOPS, NATHAN ROAD, Kowloon, immediate possession, Cheap Rental.  
Apply to  
HUMPHREYS' ESTATE & FINANCE Co., Ltd.  
Hongkong, March 23, 1909. 408

## To Let

GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Moderate Rents, PRAYA EAST—Corner of Observation Place. The Tram stop at the door. Also new EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. OFFICES in KINGS BUILDINGS, 4th Floor.  
9 & 10, MACDONNELL ROAD. "GREGGAN," 39, THE PEAK.  
GODOWNS to let at Blue Buildings 4A, PRAYA EAST.  
FLAT in Blue Buildings, 4, Praya East.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 2

## To Let

Nº 67, PRAYA GRANDE, MACAO. BEACONSFIELD from 1st June, 1911. The EYRIE, No. 43, PEAK, newly painted and colour-washed throughout. OFFICES on Ground and 1st Floors, CHATER ROAD, (very central position). No. 9, BEACONSFIELD ARCADE (Shop).  
WOODLANDS VILLA WEST, 25, Seymour Road.  
FOR SALE, TOR OREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.  
Apply to  
DUNN & DAVIS,  
c/o Hongkong Land Buildings,  
Hongkong, May 10, 1911. 16

## To Let

## FOR SALE OR TO LET

KENILS, 78A, THE PEAK, Seven Rooms; Large Verandah; American heating apparatus installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from tram, 7 minutes by rickshaw. One of the best situations at the Peak, cool in summer, warm in winter.  
Apply to  
HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, June 1, 1911. 108

## Hotels

THE STATION HOTEL,  
NATHAN ROAD,  
KOWLOON.

ELECTRIC LIGHT AND FANS.  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.  
Private Dining Room.  
EXCELLENT CUISINE.

For Particulars apply to  
THE MANAGER.  
Hongkong, March 1, 1911. 296

BRAESIDE  
PRIVATE HOTEL

STANDING in its own grounds with 10 Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 6907.  
Apply to  
MRS F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, September 2, 1908. 121

KINGSCLERE  
PRIVATE HOTEL

APPROACHED from Kennedy Road and Macdonnell Road.  
Tel. No. 134. Telegram Address: "KINGSCLERE," A.B.C. Code 4th E4.  
Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.  
Proprietress, Mrs F. SACHESE.  
Hongkong, September 1, 1908. 1208

VICTORIA HOUSE  
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Hongkong, May 2, 1911. 600

SOME BOOKS ABOUT  
SCOTLAND.

(From Our Own Correspondent.)  
Edinburgh, May 23.

"My Life," by the Rev. Dr. William Mair, of Exeter, an ex-Moderator of the Church of Scotland, gives some curious glimpses of Scotland in the middle of the last century. Referring to the observance of the communion, he says that within living memory oatcakes, to which some butter was added in the baking, have been used for communion bread, and that in the South-West of Scotland the use of shortbread in the Sacrament seems to have been universal. He has some good stories. He tells how when Principal Caird, who as a preacher charmed the ear of Royalty, was minister of Errol, he was oppressed by the church's being far too large for the congregation. Caird proposed that a partition should be erected to cut off part of the building; but the headie objected on the ground that they might afterwards get "a poplar minister who would fill the kirk." Taking a jaunt up Deeside Dr. Mair said to a blacksmith who kept a boat, and was about to ferry him across this Dee, "You'll have lots of visitors to see Lochmager?" "Oh aye," was the reply; "but I've lived for forty years and never had a fit on't; there's a thing I observe, when they've seen it since they never come back." Describing his experiences as minister at Lochgelly, Dr. Mair tells how he remonstrated with an intelligent man who wasted his wages in drink, and got the reply, "Do you think I would work so hard if it weren't to get the drink?" Another man, who wandered about the streets in a forlorn way when recovering from drinking bouts, met the minister one day face to face, and said with desperate earnestness, "Oh, sir, if I was a minister I would preach like the very devil!" and passed on.

"The Royal High School of Edinburgh," by James J. Trotter, is the latest addition to the "Public School Life Series."

Mr. A. B. Todd, the veteran Cumnock journalist, has published "Covenanting Pilgrimages and Studies," a memorial of those who died on the field and on the moor "for the Covenanted work of the Reformation." He says that since reading Ramsay of Ochtertyre's Reminiscences, he is fully convinced that Robert Burns was a direct descendant of that Covenanting worthy, John Brown of Priesthill. "In the course of their conversation, Ramsay relates how Burns attributed his inclination at times to lean to the Jacobite side to the fact that some of his paternal ancestors had suffered for siding with the Pretender's party in their ill-fated risings. On the other hand, his feelings, Burns said, let him to take the side of the Covenanters, because one of his maternal ancestors had been slain on Ayrmoor by the Persecutors. Now, who could this maternal ancestor of Burns be but John Brown of Priesthill? Bear in mind that the name of the mother of Burns was Agnes Brown, who was married to William Burness on 15th December 1757, and that Robert Burns, their son, was born in 1759, only 74 years after the martyrdom of John Brown of Priesthill."

"Pavement and Highway, Specimen Days in Stethalyde," by William Power, is a series of sketches dealing largely with Glasgow and the West of Scotland. He reviews the architecture of Glasgow, and concludes, "the might-have-beens would drive them." He is by no means enthusiastic about the people in Scotland's commercial capital. He says, "In no city in the world is poverty less picturesque, more nakedly arid. But in the eyes of the sociologist, as well as of the artist, the real tragedy of Glasgow lies in the lack of the natural picturesque among the classes above the real poverty line. In the large or the workshop, the men have the picturesque of health and harmonious setting; at the football match they are merely drab and coarse; on a Sunday, in tall coats, hard bowlers, and white ties, they are ridiculous and vulgar. The Saturday aspect of the young women is even worse; every one of the natural laws of colour and symmetry which the Parisian work-girl intuitively obeys is fantastically contradicted by the cheap parodies of obsolete 'confessions,' which make the Glasgow Sunday a horrible nightmare of raw blues, magentas, and pinks; and the pitifulness of it is intensified by the almost invariable lack of the fresh complexion, good features, and raciness of figure which would compensate for lack of taste." Fortunately for Glasgow, the author thinks that the type writing girl is coming to the rescue, and lending a much-needed personal distinction to the city.

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OFFICIAL TEXT BOOKS IN  
JAPAN.Charge of Narrow-Minded  
Patriotism.

A good many Japanese writers are calling attention to the fact that during the past few years the tendency in all schools has been to concentrate the minds of students on national events and national moral standards and to resist all the cosmopolitan influences that have hitherto been at work. The contributor of the literary summaries to the *Japan Mail* says that in a recent number of the *Rimi Koshu*, an excellent collection of papers read before an Ethical Society connected with the Imperial University. Mr. Fujii Konjio refers to this subject in the following way:—

"The recently issued moral text-books for 3rd year Primary School pupils are certainly calculated to promote narrow-mindedness among the scholars by the way in which they exalt the State at the expense of the individual. Personal culture and the development of individual powers are represented as of little value unless they can be devoted to State interests. The narrow-minded patriotism which is being preached far and wide in this country at the present time is responsible for the growth of a certain amount of antipathy to foreign thought. Of course it is quite right to encourage among students a high respect for all that is good in our national character and for the noble acts of Japanese performed in former ages, but the notion that we Japanese are superior to all other nations can only be entertained by ignorant people. Care should be taken not to introduce any remarks in text-books that are calculated to puff up the minds of students with ideas of their own importance. Because we have been successful in two wars, we have no call for self-satisfaction, since there are numerous particulars in which we are behind Europeans and Americans. In quoting from our old writers, it must be always borne in mind that they were very ignorant of the progress of thought in other countries. Consequently many of the things they said about Japanese must sound very ridiculous to schoolboys even at the present time. Kaibara Ekikou (1690-1714), in his work on the five cardinal virtues, represents Japan's superiority to all surrounding countries to be founded on her geographical position, which he thought to be in the most central location possible. The undue exaltation of everything Japanese is the result of ignorance of the great outside world. Those who only know Japanese thought and Japanese men and women are apt to exaggerate their greatness. It is very undesirable that our lads should grow up with mistaken notions as to the place that Japan occupies among the nations of the earth. Surely it is not true patriotism to instill into the minds of the young notions that they will live to discover are not borne out by the facts which the history of other countries furnish in abundance."

## AERIAL LEGISLATION.

The bill which Mr. Churchill has introduced for the protection of the public against dangers arising from the navigation of aircraft is very drastic in its provisions. As has already been pointed out, the object is that the spectators gathered along the routes of the Coronation processions shall not be placed in danger by the manoeuvring of aircraft overhead, as was the case upon the occasion of the recent University boat race. To that extent the legislation is of a temporary character, but it is intended to make the bill the first step in the statutory regulation of aircraft. As it stands the Bill in the first clause makes it an offence to navigate an aircraft or an aeroplane recklessly, and recklessly is rather roughly and vaguely defined as navigation likely to cause harm to spectators. Clause 2 gives the Secretary of State power to mark out no area over which an aircraft or an aeroplane shall be forbidden to fly. The penalties for breaches of the law are heavy. Upon indictment the extreme penalty is two years' imprisonment or a fine of £500, and upon summary conviction three months' imprisonment or £100.

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Hongkong, January 12, 1911. 23

## His Britannic Majesty's Ships on the China Station.

| Name.       | Class.                 | Tons.  | Guns. | H.P.   | Commander.                     | Last report at.        |
|-------------|------------------------|--------|-------|--------|--------------------------------|------------------------|
| Albatross   | despatch-ship          | 1700   | 12    | 2000   | Capt. Lowndes                  | Weihaiwei              |
| Astron      | cruiser, 2nd class     | 4500   | 10    | 7000   | Capt. R. B. Kiddle             | Hongkong               |
| Atlas       | Admiralty tug          | —      | —     | —      | Master W. West                 | Hongkong               |
| Bramble     | river gunboat          | 710    | 2     | 900    | Lt.-Comdr. B. G. Washington    | Hongkong               |
| Britannia   | river gunboat          | 710    | 2     | 900    | Lt.-Comdr. J. M. Barker        | Shanghai               |
| Cadmus      | sloop                  | 1070   | 6     | 1400   | Comdr. H. Lyne                 | Shanghai               |
| Cherub      | water tank and tug     | 300    | —     | 300    | Master H. Smith                | Hongkong               |
| Chio        | sloop                  | 1070   | 6     | 1400   | Comdr. H. R. Yeale             | Shanghai               |
| Fame        | torpedo boat destroyer | 360    | 6     | 3700   | Lt.-Comdr. H. S. Monroe        | Weihaiwei              |
| Flora       | cruiser, 2nd class     | 4380   | 10    | 7000   | Capt. J. Nicholas              | Hongkong               |
| Handy       | torpedo boat destroyer | 275    | 6     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong               |
| Hart        | torpedo boat destroyer | 275    | 6     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong               |
| Janus       | torpedo boat destroyer | 280    | 6     | 3900   | Lt.-Comdr. M. B. R. Blackwood  | Weihaiwei              |
| Kent        | cruiser, 1st class     | 9000   | 14    | 22,000 | Capt. S. St. John Farnham      | en route San Francisco |
| Kinsale     | river gunboat          | 618    | 4     | 1200   | Lt.-Comdr. T. J. S. Lyne       | Yangtze                |
| Merlin      | sloop                  | 1010   | —     | —      | Comdr. R. O. M. Davy           | Labuan                 |
| * Minotaur  | cruiser, 1st class     | 14,800 | —     | 27,000 | Capt. Layley                   | Weihaiwei              |
| Monmouth    | cruiser, 1st class     | 9800   | —     | —      | Capt. L. E. Power              | Hongkong               |
| Moore       | river gunboat          | 180    | 2     | 800    | Lt.-Comdr. G. P. Leith         | Canton                 |
| Newcastle   | cruiser, 2nd class     | 4800   | —     | —      | Capt. G. E. F. Hume, D.S.O.    | Singapore              |
| Nightingale | river gunboat          | 85     | 2     | 240    | Lt.-Com. C. H. Woodward        | Yangtze                |
| Otter       | torpedo boat destroyer | 350    | 6     | 6300   | Comdr. C. L. Lamb              | Weihaiwei              |
| Rosario     | depot ship, submarines | 930    | —     | 1400   | Lt.-Comdr. N. E. Archdale      | Hongkong               |
| Robin       | river gunboat          | 85     | 2     | 240    | Lt.-Com. C. A. O. Douglas      | West River             |
| Sandpiper   | river gunboat          | 85     | 2     | 240    | Lt.-Com. E. J. J. Southby      | Canton                 |
| Saipu       | river gunboat          | 85     | 2     | 240    | Lt.-Com. Maurice B. Leslie     | Yangtze                |
| Taku        | torpedo boat destroyer | 350    | 6     | 3500   | Gunner E. J. Trillo            | Hongkong               |
| Tamar       | receiving ship         | 4650   | 6     | —      | Commodore C. J. Eyres          | Hongkong               |
| Teal        | river gunboat          | 180    | 2     | 800    | Lt.-Comdr. R. J. Buchanan      | Yangtze                |
| Thistle     | river gunboat          | 710    | 2     | 900    | Lt.-Comdr. M. B. Hamilton      | Hongkong               |
| Virgo       | torpedo boat destroyer | 355    | 6     | 6300   | Lt.-Com. H. D. Adair-Hall      | Weihaiwei              |
| Waterwitch  | surveying ship         | 620    | —     | 450    | Lt.-Comdr. Hancock             | Hongkong               |
| Whiting     | torpedo boat destroyer | 360    | 6     | 6000   | Lt.-Comdr. G. B. Hartfield     | Weihaiwei              |
| Widgeon     | river gunboat          | 195    | 2     | 800    | Lt.-Com. B. R. Brooke          | Yangtze                |
| Woo cock    | river gunboat          | 150    | 2     | 500    | Lt.-Com. M. H. Wilding         | Upper Yangtze          |
| Woodlark    | river gunboat          | 150    | 2     | 500    | Lt.-Comdr. G. F. A. Mulock     | Upper Yangtze          |
| 36          | submarine              | —      | —     | —      | Lt. C. Godfrey Herbert         | Hongkong               |
| 37          | submarine              | —      | —     | —      | Lt.-Comdr. A. A. L. Finner     | Hongkong               |
| 38          | submarine              | —      | —     | —      | Lt.-Comdr. J. R. A. Codrington | Hongkong               |

\* Flagship of Vice-Admiral Alfred L. Winsloe, R.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

| Name.                        | Flag and description.        | Tons.  | Guns. | H.P.   | Commander.                         | Last report at.    |
|------------------------------|------------------------------|--------|-------|--------|------------------------------------|--------------------|
| Kaiser Franz Joseph I        | Austro-Hungarian cruiser     | 4000   | —     | —      | Capt. Alfred Cienli                | Ansoy              |
| Acheron                      | French armoured cruiser      | 1830   | 10    | 1700   | Lt.-Comdr. Bertrand                | Saigon             |
| Alger                        | French cruiser               | 3420   | 22    | 5100   | Capt. Delons                       | Saigon             |
| Alouette                     | French gunboat               | 506    | 7     | 400    | Comdr. Badin                       | Saigon             |
| Argus                        | French river gunboat         | 180    | 6     | 370    | Lt.-Comdr. d'Estienne              | Canton             |
| Carondelet                   | French gunboat               | 150    | —     | —      | —                                  | Saigon (Reserve)   |
| Comete                       | French gunboat               | 500    | 6     | 500    | Comdr. J. Cernais                  | Saigon             |
| Decidie                      | French gunboat               | 845    | 10    | 1000   | Lt.-Comdr. de Linnres              | Saigon             |
| Dupetit-Thouars              | French armoured cruiser      | 10,014 | 30    | 20,000 | —                                  | Saigon             |
| Estoc                        | French gunboat               | 141    | —     | —      | —                                  | Saigon (Reserve)   |
| Esturgeon                    | French sub-marine            | —      | —     | —      | Lt.-Comdr. Combet                  | Saigon             |
| Fronda                       | French destroyer             | 350    | 7     | 303    | —                                  | Saigon             |
| Hend Riviere                 | French gunboat               | —      | —     | —      | —                                  | Haiphong           |
| Jaquelin                     | French gunboat               | 205    | 6     | 308    | —                                  | Haiphong (Reserve) |
| Lion                         | French gunboat               | 500    | —     | —      | —                                  | Saigon (Reserve)   |
| Lynx                         | French sub-marine            | —      | —     | —      | Lt.-Comdr. Marrs                   | Saigon             |
| Manche                       | French surveying-ship        | 1625   | 10    | 9000   | Comdr. Ragot de Touche             | Saigon             |
| Mouton                       | French cruiser               | 9700   | 12    | 19,600 | Capt. Cheron                       | Saigon             |
| Mouquet                      | French destroyer             | 307    | 6     | 300    | Lt.-Comdr. de la Roche Keranderson | Saigon             |
| Ory                          | French gunboat               | —      | —     | —      | Lt.-Comdr. de Maistreville         | Upper Yangtze      |
| Paiho                        | French gunboat               | 120    | —     | —      | Lt.-Comdr. Puch                    | Tongku             |
| Pistolet                     | French torpedo boat          | 130    | 7     | 300    | Comdr. Moronol                     | Hongkong           |
| Protee                       | French sub-marine            | —      | —     | —      | Lt.-Comdr. Morris                  | Saigon             |
| Redoubtable                  | French battleship (reserve)  | 9437   | 8     | 6071   | Capt. Drouet                       | Saigon             |
| Syr                          | French gunboat               | 1798   | 10    | 1700   | Lt.-Comdr. Seriot                  | Saigon             |
| Taklong                      | French gunboat               | —      | —     | —      | —                                  | Yangtze            |
| Takou                        | French destroyer             | 250    | 6     | —      | —                                  | Saigon (Reserve)   |
| Vauban                       | French torpedo-depot         | —      | —     | —      | —                                  | Hongkong           |
| Veteran                      | French torpedo-depot         | —      | —     | —      | Lt.-Comdr. Bihel                   | Cape St. Jacques   |
| Vigilante                    | French gunboat               | 123    | 7     | 500    | Lt.-Comdr. Bissell                 | Canton             |
| Emden                        | German cruiser               | 3600   | 22    | 13,500 | Capt. Vollerthun                   | Tsingtau           |
| Gneisenau                    | German cruiser               | 11,600 | 38    | 26,000 | Capt. Ullrich                      | Tsingtau           |
| Itia                         | German gunboat               | 900    | 12    | 1300   | Comdr. Mersmann                    | Shanghai           |
| Jaguar                       | German gunboat               | 900    | 12    | 1300   | Capt. Myring                       | Shanghai           |
| Leipzig                      | German cruiser               | 3250   | 24    | 11,000 | Capt. Schroeder                    | Tsingtau           |
| Luchs                        | German gunboat               | 800    | 10    | 1350   | Comdr. Bendemann                   | Shanghai           |
| Nürnberg                     | German cruiser               | 3400   | 22    | 13,200 | Capt. Tugot (Karl)                 | Tsingtau           |
| Otter                        | German river gunboat         | —      | —     | —      | Capt. Lieut. Jantzen               | Yangtze River      |
| Scharnhorst                  | German flagship              | 11,800 | 38    | 26,000 | Capt. Kniff                        | Tsingtau           |
| Taku                         | German torpedo-boat          | 400    | 8     | 6500   | Capt. Lieut. Hayden                | Tsingtau           |
| S. 90                        | German torpedo-boat          | 280    | 4     | 6000   | Lt.-Comdr. Koble (Hans)            | Tsingtau           |
| Tiger                        | German gunboat               | 900    | 10    | 1350   | Comdr. Luppe                       | Shanghai           |
| Tingtau                      | German river gunboat         | 223    | 4     | 1300   | Capt. Lieut. Graf Dolna-Schledien  | Canton             |
| Waterland                    | German river gunboat         | 223    | 4     | 500    | Capt. Lieut. Kautzer               | Shanghai           |
| Calabria                     | Italian cruiser              | 2145   | —     | —      | Comdr. Tommi Piccardi              | Shanghai           |
| Macao                        | Portuguese gunboat           | —      | —     | —      | Capt. Matta d'Oliveira             | Macao              |
| Patric                       | Portuguese gunboat           | 700    | —     | —      | Captain J. Milheiro                | Macao              |
| U. S. submarine              | U. S. submarine              | —      | —     | —      | Ensign J. M. Murray                | Manila             |
| U. S. protected cruiser      | U. S. protected cruiser      | 2430   | 17    | 7800   | Com. Clarence S. Williams          | Yokohama           |
| U. S. torpedo-boat-destroyer | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign E. S. Root                  | Manila             |
| U. S. torpedo-boat-destroyer | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign Robt. W. Cabaniss           | Manila             |
| U. S. gunboat                | U. S. gunboat                | 243    | 8     | 250    | Ensign Stuart W. Calk              | Canton             |
| U. S. torpedo-boat-destroyer | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign L. N. McNair                | Manila</           |



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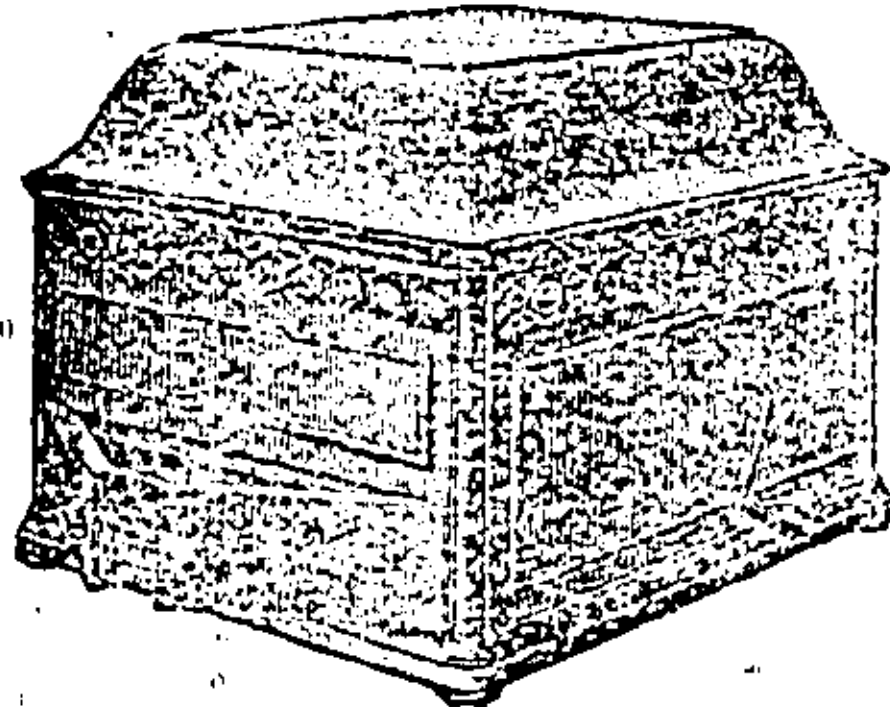
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Hence we have been content to wait until the present time, hoping for the best. But now our trust seems to have been utterly misplaced, for although Aden, Bombay and the Straits are to be links in this newly-forged chain, Hongkong is, somehow, left severely in the cold. The claims of commerce and strategism were apparently the deciding factors in the scheme favoured by the Conference; and it is this fact which only serves to heighten the surprise that Hongkong has been given the cold shoulder. For not only do we occupy a position of extreme strategic importance. Importantly, but our commercial pre-eminence places us in the very front van of Imperial ports. The only consoling element in the message is the intimation that the six specified stations are said to be "the beginning." So even yet Hongkong may come within the scope of the scheme. But in reality this is cold comfort. We have to face the fact that these are days of fierce competition and keen rivalry between contiguous ports. And that port which enjoys unrestricted wireless telegraphy facilities has a decidedly big pull over its less favoured rivals. Hence, if Hongkong is to retain her position, it is as clear as day that not only must she "get in," but that she must "get in" early. How it is possible for His EXCELLENCY to have any difficulty in convincing the Home authorities on the urgency of the matter we, who know the local conditions, fail to conceive. A modern, powerful wireless station, opened freely to commercial use, is a prime necessity to the Colony's existence. Although we have not yet abandoned hope we are confessedly disappointed. The fifth of the Colony is now centred in His EXCELLENCY the GOVERNOR. We can only trust that he will see to it that our claims are still pressed home until the goal of our ambitions is reached.

## NEWS OF THE DAY.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 3rd June amounted to 21,520.54 tons and the sales during the period, to 22,017.23 tons.

Despatched eleven years ago, a Queen Victoria box of chocolate, which has travelled thousands of miles, has just reached Alfred Cusell, High Wycombe, who served in the South African War.

The announcement comes from Rio de Janeiro that the Ministry of Agriculture has accepted the offer of a Japanese syndicate to establish a colony in Manizj Campos. Three hundred Japanese families will cultivate rice, sugar, cocoa, and cotton under the direction of a Japanese specialist.

The Admiralty has directed that the class of service allowed for time spent as a staff lieutenant in a torpedo school is "service," but not "service in a ship-of-war at sea." The service of torpedo-boat lieutenants at Malta and Hongkong reckons as "service," but not as "service in a ship-of-war at sea."

At the request of Sir William Gilbert it was stated that he and two ladies were bathing in a private swimming bath in his grounds. One lady got out of her depth, and Sir William went to her rescue. He sank while helping her to regain her footing. A verdict of heart failure through over exertion was returned. The Governor remarked that it was an honourable end to a great career.

A movement has been set on foot by 150 members of the French Senate for regulating the importation, the sale and the consumption of opium in France. The authors of the project point out that police reports show that the number of opium dens at the chief naval arsenals are on the increase, and that they exist even in Paris. The ravages caused by the consumption of opium constitute, it is declared, a social evil of international importance, and it is proposed to restrict the use of the drug to purely medicinal purposes.

On May 15 there was launched from the Neptune Works of Messrs. Swan, Hunter and Wigham Richardson, Limited, the "Kina." The vessel is being constructed to the order of Det Ostasiatisk Kompagni, of Copenhagen, and is intended for their service between the Far East and Europe. She is 385 ft. in length by 53 ft. beam, and is designed to carry 8,200 tons deadweight. She is being constructed to attain the highest class in Lloyd's Register, and will be a cargo vessel of the highest class. Her auxiliary machinery is of the most modern and improved description, and there are very complete arrangements for working the vessel and for loading and discharging her cargo, including twelve steam winches and electric light. The propelling machinery consists of a set of triple-expansion engines, supplied with steam by four single-ended boilers. Both engines and boilers are being constructed at the Neptune Works.

## NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs. Vernon and Smyth, is 4s. 1d.

Four more cases of plague occurred to-day, making the year's total 152.

The Sikhs of Penang are presenting a loyal address at the Coronation, enclosed in a silver casket.

A special Coronation dinner will be served at the King Edward Hotel on Thursday and Friday this week.

The Hamburg-American Shipping Company are said to be building a 50,000 ton steamer, which will be driven by Parsons' turbine engines.

The latest German torpedo is 19½ inches in diameter. It will have a speed of 47½ feet per second, and will be effective over a range of 4,400 yards.

There were 408 European and 177 Chinese visitors to the City Hall Library, and 196 European and 3,358 Chinese visitors to the Museum during the week ending 18th instant.

The memorial erected in honour of the late Queen Victoria is 82 feet in height and 104 feet in diameter. It contains 3,000 tons of Carrara marble, in which there was not a blemish. The figure of the Queen is hewn from a single block. Other single pieces of marble in the memorial weigh 40 tons each. Six bronze groups to be placed on the flanking pedestals and over the fountain arches have been completed, but have not yet been erected.

The second class cruiser Aeolus, which for a considerable time was guard and flagship at Queenstown, will be commissioned at Devonport on 23rd inst. to take the place of the second class cruiser Scylla, the commission of which has expired, on the North America and West Indies Station. The Aeolus was recently thoroughly overhauled and equipped with the latest 'thing in wireless.' It is said that the Aeolus was interferred for the China Squadron.

In a recent interview, Sir Edward Morris confirmed the reports that a body of English capitalists are at present in America negotiating with the view of constructing a railway through Labrador and establishing a new steamship service in connexion therewith. This, it is stated, would shorten the journey between Europe and America to three nights only on the sea. The immediate object of the capitalist is to obtain charters from the Canadian and Newfoundland Governments to carry on the work. There is every probability that they will be granted.

The British Consul-General at Yunnanfu (Mr. P. E. O'Brien Butler) reports that the company which was formed in Tongkin last year, under the name of the "Société de Pulpes de Papeteries du Tongkin," intends at present not to manufacture paper, but to restrict its operations to the production of pulp from bamboo. It owns large bamboo concessions in the districts of Vietri and Yenbay, and its factory, which will probably be completed by August next, is under construction at Vietri, the machinery having been ordered from the United Kingdom. Serious experiments as to the suitability of the bamboo pulp in the districts in question appear to have given completely satisfactory results, and the bamboo concessions are stated to be sufficiently large, if properly replanted, to keep the company constantly supplied. It is said that the pulp will mostly be exported to Japan.

## CORONATION HOLIDAYS.

Thursday and Friday the 22nd and 23rd instant being Public Holidays, and Saturday the 24th instant having been declared a Government Holiday, the Post Office will be open as follows:—On Thursday and Friday from 8 to 9. On Saturday from 8 till noon. In the event of the arrival of the English Mail from Europe on Thursday, the Post Office will be open one hour for the delivery thereof.

There will be a delivery of letters each day and one collection from the pillar boxes on Thursday and Friday. A second collection will be made on Saturday for the outgoing English Mail.

The Money Order Office will be entirely closed during the Holidays.

## MACAO JOTTINGS.

(By Our Own Correspondent.)

MACAO JUNE 19.  
THE CANTON PROVINCIAL NOTES.  
The rejected Canton Provincial Notes have somehow found an outlet here, as I learn of a certain party who has succeeded in disposing of quite a neat little sum without the rebate of a silver.

THE HARBOUR WORKS CONTRACT.  
The agreement with Messrs. Macdonald and Co. of Hongkong for the first section of the work in connection with the harbour improvement scheme was signed yesterday. The date stipulated for starting the dredging operations is the 1st of July next, but Mr. Macdonald proposes taking the work in hand in three or four days.

## A REMINDER.

Do not forget to take Chamberlain's Colic, Cholera and Diarrhoea Remedy with you when starting upon a trip. It can not be obtained on board the trains or steamers at this season of the year, nor can you tell when it may be required. For sale by all Chemists and Storekeepers.

## WEDDING AT THE PEAK.

Mr. S. G. Newall—Miss Wallace.

A wedding of considerable interest was solemnised at the Peak Church this afternoon, when Miss Ellen Charlotte Wallace was married to Mr. Stuart George Newall in the presence of a large assembly of friends. The Rev. F. T. Johnson officiated, and Mr. W. E. L. Shenton was "best man."

The bride presented an altogether charming appearance in her gown of white satin made in Empire style, trimmed with silver and veiled with a white chiffon tulle. She was attended by Miss Jane Looker and Miss Mary Budd Hancock as bridesmaids, with Master Godfrey Bird in a Jack Tar suit. The bridesmaids wore dresses of white spotted muslin over sky blue, and lace bonnets and green shoes. They each carried three hydrangea bouquets with green ribbon.

Mrs. Looker, from whose residence the wedding took place, wore a beautiful dress of white spotted muslin and chine ribbon, with a white hat trimmed with blue and white corn-flowers and corn.

The bride's going-away dress was of white muslin and lace, while her putty coloured hat was trimmed with black velvet and roses. The honeymoon is to be spent in Japan.

## SOCIAL AND PERSONAL.

The well-known aviator Van den Borgh, whose recent tour came to such a dramatic and abrupt termination at Canton, reached Paris on May 9th.

The wedding of Mr. Lauri, of the Imperial Maritime Customs, and Miss Juliet Bredon was quietly solemnised on June 3rd at Peking.

Major St. G. R. S. Canfield, Royal Engineers, has been granted leave to proceed to the neighbouring countries, from July 4th to October 10th, 1911.

Sergeant-Major J. Cutler, Royal Garrison Artillery, embarked at London on the P. and O. steamer Nore on 3rd June, for Hongkong. Sergeant-Major Cutler relieves Sergeant-Major A. E. W. White, who recently proceeded to England with his invalid wife.

Rear-Admiral Richard Ince, one of Admiral Dewey's officers in the Manila bay fight, died recently at the naval hospital in Washington. His death ended a long and painful illness. Rear-Admiral Ince was chief engineer of the cruiser "Boston" in the action against Montojo's squadron, and for his services was advanced in rank by Congress. He retired in 1906 after forty-two years' service in the Navy.

Major W. H. Woodbridge, 129th Baluchistan Infantry, has been appointed President of a Board of Officers ordered to assemble at Kowloon on 11th July, 1911, to conduct the examination of Captain T. M. Wakefield, Royal Garrison Artillery, and Captain J. C. Grettton, 126th Baluchistan Infantry, for entrance to the Staff College, Camberley. The examination will last ten days.

According to the London and China Express, His Excellency the Governor of Singapore, Sir John Anderson, G.C.M.G., is leaving Marseilles for Singapore on July 7, and will travel on the Mongolia as far as Colombo and then tranship on to the Derwaha which is due at Singapore on July 23. On the same boat passages have been taken by His Highness the Sultan of Kedah and suite, and Mr. and Mrs. F. M. Elliott.

## THE CORONATION RECEPTION.

The Question of Evening Dress.

With regard to H.E. the Governor's reception on Thursday, the 22nd instant, we understand that black evening clothes are not imperative, but as the reception is held on behalf of His Majesty the King, a recognised evening dress is required, as a mark of respect to His Majesty. A white mess jacket, with starched shirt, would be quite permissible, but not a mere white jacket.

## MESSRS. WHITEWAY, LAIDLAW &amp; CO. PROFITS.

An extract from the report of the Directors of Messrs. Whiteway, Laidlaw and Co., Ltd., for the year ending 28th February, 1911, submitted to the shareholders at the third annual general meeting, held at the Offices of the Company, 13, St. Paul's Churchyard, London E.C., reveals the fact that the accounts show a profit of £36,148, 11s. 9d., and after providing for depreciation on buildings and plant, income tax, directors' and managing directors' fees, commissions and the payment of the preference dividend to 31st December, 1910, there is a balance of £32,742, 16d. 7s. which the directors recommend shall be appropriated as follows:—To pay a dividend of 8 per cent. per annum, free of tax, on the ordinary shares amounting to £16,200; to carry to the reserve fund £30,000 (this fund now stands at £250,000); to pay to the Trustees of the Employees' Provident Fund £1,000; and to carry forward the balance of £3,742, 16s. 7d. to next year's account.

## NOTHING UNPLEASANT.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It is the world's most successful medicine for cramps in the stomach, and bowel complaints. For sale by all Chemists and Storekeepers.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong.

From the Manila Observatory at 7.15 p.m.:

Manila, June 19, 6.15 p.m. Depression northern part China Sea.

The following telegram was received at 10.05 a.m.

Manila, June 20, 9.20 a.m.—Cyclone or typhoon over N. China Sea, direction unknown.

## THE RECENT HARBOUR COLLISION.

Two further bodies of victims in the recent ferry launch collision were found yesterday, making the death-roll 20.

The Chinaman who was charged with stealing \$24 from the body of one of the victims was to-day discharged by Mr. J. R. Wood.

## ALLEGED CARGO THEFT.

Four women and two men, all Chinese, were charged before Mr. F. A. Hazledar this morning with being concerned in the larceny of ten bags of flour from the s.s. Henrik Ibsen while she lay at the northern anchorage off Stonecutters.

Inspector Langley prosecuted, and Mr. Reader Harris defended the three cargo boat owners.

His Worship asked if it was desired that he should deal with the case summarily.

Mr. Harris—Oh, yes; the whole value is only \$30.

Inspector Langley said the defendants were in charge of cargo boats engaged in taking delivery of flour from the Henrik Ibsen, the flour to be landed at a wharf at West Point. When the flour was carried into the lighters they left the side of the ship and went to West Point. The flour carried in was tallied out and after the proper amount had been tallied there was some left in the lighter and this was taken by the defendants ashore. They were then arrested.

The case was remanded until Monday afternoon, bail being allowed in \$100 each.

## ORGAN RECITAL.

What may be regarded as the first event in connection with Hongkong's Coronation celebrations took place last evening at St. John's Cathedral, when Mr. Denman Fuller gave a special organ recital. He was assisted by the combined Cathedral and Philharmonic Society choirs. The programme was drawn entirely from the works of British composers, and was very greatly enjoyed by all present. Mr. Fuller was at his best and gave the several pieces finished interpretations. Summ's Air and Variations in A was particularly well done, while the tuncful melodies of Lemare's Madrigal were fully brought out. The other organ pieces were Frank Bridge's Serenade and H. Weldon's Melody.

The combined choirs contributed two most appropriate numbers—Elgar's Coronation Ode, "Land of Hope and Glory," and an excerpt from Elgar's "Banner of St. George." In the former Mr. Frank Austin was the soloist. The Choral work was not particularly good, due probably to poor balance of parts and want of united practice. In the latter passages there was little to complain of but when it came to the *foris* parts there was far too much forcing and shouting in the vocalists' anxiety to produce volume of sound. Mr. Austin did fairly well in the first number, but when singing "The Lost Chord" he appeared to be troubled with nervousness. A collection was taken for the Organ Fund.

The Yokohama Municipal authorities have invited the citizens to display the British national flag on Coronation Day. The authorities will send up a bomb, which is arranged to display a large Union Jack, at noon on the 22nd, and will send a congratulatory telegram in the name of the Mayor, to the Court of St. James. The Japanese vessels in harbour will be "dressed" and the Japanese quarters will be illuminated at night.

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## PORTUGAL.

## OPENING OF PARLIAMENT.

(Reuter's Service to the China Mail.)

London, June 20.  
A message from Lisbon states that Parliament has been opened, and the event has been made the occasion of a national festival.

## THE OVERSEAS PREMIERS.

## NOW ROYAL GUESTS.

(Reuter's Service to the China Mail.)

London, June 20.  
The Dominion Premiers are now recognised as Royal guests. They are attended by Royal footmen, Royal coachmen and Royal chauffeurs.

## CHINESE BANK FAILS.

(Wah Te Yat Po's Service.)

Peking, June 19.  
A native bank in Yinkow has suspended payment. The deficiencies are said to amount to over three million dollars. The Mongolia and Manchuria money markets are greatly affected by the failure.

## THE RAILWAY QUESTION.

## A STRICT CENSORSHIP.

(Wah Te Yat Po's Service.)

Peking, June 19.  
The President of the Communications Board has given orders to all Post Offices in Canton, Szechuen, Hunan and Fupoh that letters of a like appearance addressed to different persons or places are to be opened. If any are found to refer to railway matters they are to be destroyed.

## HEAD EUNUCH'S HOARD.

(Wah Te Yat Po's Service.)

Peking, June 19.  
Sin Tak Cheong, head eunuch of the Empress Dowager, has handed over three million taels, left by the head eunuch of the late Empress Dowager to her Majesty to be used in repairing the Ewo Palace.

## FLOODS IN HUNAN.

(Wah Te Yat Po's Service.)

Peking, June 19.  
Floods are being experienced in Sheng Tak Fu, Hunan. The water has risen 25 feet and is now higher than the south gate.

## THE CORONATION FESTIVITIES.

## The Naval and Military Review.

The form of service to be used at the naval and military dromhead service to be held at Happy Valley in connection with the Review on Coronation Day has been issued. The service will commence with the singing of the hymn "O God, our help in ages past;" then will follow the Lesson, which will be taken from I. Peter II, 13-17. After that will come Psalm XXXI, 1-7, which will be followed by a prayer for the Royal Family and a prayer specially for His Majesty King George. A verse of the National Anthem will then be sung, and the service will conclude with the Blessing.

Enclosures will be provided on either side of the saluting base at the Review. The enclosure on the right will be reserved for the families of officers, and their friends. That on the left will be at the disposal of the families of warrant officers, non-commissioned officers and men. The general public will also be admitted to this enclosure. No tickets are required for either enclosure.

## THE KING

of Whiskies is 'Club.' Specially blended to suit local climatic conditions, it has a reputation of over 17 years for consistency of quality and for flavour.

Mild, Mellow and Mature.

H. Price &amp; Co., Ltd.

12, Queen's Road Central, Hongkong.

Telephone No. 135.



TUESDAY, JUNE 20, 1911.

## TWO MURDERS IN INDIA. EUROPEAN COLLECTOR SHOT.

(Reuter's Service to the China Mail.)  
LONDON, June 19.

Mr. Ashe, the Collector at Tinnevely, has been shot dead by a Brahmin attorney.  
The murderer committed suicide.  
A native police detective was also shot dead near Calcutta yesterday.

## LATE TELEGRAMS.

### HOME CRICKET.

In the matches played on June 12, 13 and 14: Nottingham at Lord's by five wickets; Essex beat Kent at Tonbridge by 256 runs; Lancashire beat Warwickshire at Dudley by 372 runs; Yorkshire beat Leicestershire at Bradford by five wickets; Surrey beat Derbyshire at Derby by an innings and 13 runs; Hampshire beat Gloucestershire at Bristol by an innings and 103 runs; Northamptonshire beat Sussex at Brighton by an innings and 107 runs; and Cambridge University beat the All India team at Cambridge by an innings and 71 runs.—N.C. Daily News.

Results up to and including Wednesday, June 14:—

|                  | Won. | Lost. | Drawn. |
|------------------|------|-------|--------|
| Yorkshire        | 8    | 1     | 0      |
| Surrey           | 7    | 2     | 1      |
| Kent             | 5    | 1     | 2      |
| Nottingham       | 4    | 0     | 2      |
| Lancashire       | 4    | 2     | 0      |
| Warwickshire     | 3    | 1     | 2      |
| Essex            | 3    | 3     | 0      |
| Northamptonshire | 3    | 4     | 0      |
| Hampshire        | 2    | 1     | 3      |
| Middlesex        | 2    | 2     | 1      |
| Derbyshire       | 2    | 5     | 0      |
| Sussex           | 1    | 5     | 1      |
| Gloucestershire  | 1    | 5     | 0      |
| Somersetshire    | 0    | 4     | 1      |
| Leicestershire   | 0    | 8     | 0      |

### INTERNATIONAL HORSE SHOW.

LONDON, June 13.  
The presence of eighteen German officers, whom for the first time the Emperor has allowed to compete, has enhanced the attraction of the International Horse Show, which is the most brilliant hitherto held in London.—N.C. Daily News.

### UNIONIST ORGANIZATION.

LONDON, May 14.  
The committee appointed to consider the organization of the Unionist party has completed its labours.

It is understood that it recommends that the prominent Tariff Reformer, Mr. A. H. D. Ramsey-Steele-Maitland, M.P. for Birmingham E., should be chief organizer, and that Lord Balfour should be Chief Whip, replacing Sir Alexander Adair-Hood, who will become the treasurer of the party.—N.C. Daily News.

### MR J. P. MORGAN INVITED TO CORONATION.

NEW YORK, June 2.  
Mr. J. Pierpont Morgan has been invited to attend the ceremony of the Coronation of King George, at the special wish of his Majesty.—A.M.

### RUSSIA AND CHINA.

LONDON, June 2.  
A report from St. Petersburg states that in an article entitled "East Asia," the Novaya Vremya contends that China keeps an auxiliary army of 90,000 strong distributed outside each city in Manchuria in addition to four regiments of the standing army and a force of 6,000 troops, trained on the European plan, stationed at a point three days' journey from Harbin. Against this force, says the writer, Russia keeps only a small military force known as the railway guards. The writer attacks Russian diplomacy which is in the hands of M. Stolypin, the Premier, during the sickness of the Foreign Minister M. Sazonov, and declares that no provision is made to respond to any diplomatic event which may take place.—Jiji.

### KITCHENER AND THE SCOUTS.

LONDON, June 14.  
Lord Kitchener has joined the Council of the Boy Scouts.—N.C. Daily News.

### UNPRECEDENTED COMPANY LOAN.

NEW YORK, June 1.  
The Great Northern Railway Company is raising a loan of 600 million dollars. Out of this sum 300 millions will be used to redeem old loans, while the remainder will be devoted to the purchase and improvement of the Burlington Railway, running between Seattle and Tacoma. Six hundred million dollars is said to be an unprecedentedly large amount for a company loan.—Japan Chronicle.

### THE CHURCH IN PORTUGAL.

LONDON, June 4.  
According to a Lisbon telegram, the Portuguese Government bonds held by the Roman Catholic missions have been confiscated. The value of the bonds so confiscated exceeds £20,000,000.—A.M.

### THE MANCHESTER CUP.

LONDON, June 19.  
The result of the Manchester Cup race was:—  
Marjex ... .. 1  
Origo ... .. 2  
Buckwhast ... .. 3  
Bettling 5 to 2 against Marjex, 100 to 6 against Origo, 7 to 2 against Buckwhast.—Strada Times.

## SOLDIER ASSAULTS EUROPEAN LADY.

### A YEAR'S IMPRISONMENT.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, James Murray, a private of the K.O.Y.L.I., pleaded guilty to a charge of assaulting Miss G. M. Tones, on May 22nd in the hill district, occasioning her grievous bodily harm.

Hon. Mr. G. C. Alabaster, Acting Attorney General, appeared on behalf of the Crown, instructed by Mr. F. B. L. Bowley, Crown Solicitor, and the Hon. Mr. H. E. Pollock, K.C., appeared for prisoner, instructed by Mr. J. H. Gardiner.

Hon. Mr. Alabaster said—My Lord, I understand prisoner, under the advice of his learned counsel, is going to adopt a certain course with regard to the third count and under these circumstances I suggest this count be read first.

The third count was read by Mr. C. A. D. Melbourne, Deputy Registrar, to which prisoner pleaded guilty.

Mr. Alabaster said he accepted the plea and offered no evidence with regard to the other counts. There was no suggestion in any of the other counts, or in the facts of the case, that there was any impropriety in the assault or any danger of impropriety, but at the same time it was an extremely cowardly and severe assault to which the prisoner had pleaded guilty. On May 22, in the evening, about twenty minutes past seven, the highly respected daughter of highly respected parents, in the hill district, went for a walk round Mount Kellett and left her friend at the Peak Club and was on her way home when she came across prisoner. He called out to her "Miss," but she took no notice and walked on. They he went up to her and put his arm round her waist and she, having reached the house of a friend, turned in, when he got her by the waist with both arms, dragging her to the ground. She struggled, screamed and scratched him and he got her round the throat and dealt her three deliberate blows on the face. She sustained two black eyes and a bleeding nose and when she was knocked down her hat-pins were broken. Prisoner got up and left her and she managed to get into the house, where she was attended to. The next day a roll-call was called of all the men who might possibly be concerned in the assault and prisoner was picked out by the scratch marks on his face. At first he denied it and said he had obtained the scratches by shaving, but subsequently he admitted his identity.

Hon. Mr. Pollock said he would beg leave for prisoner to read his statement, which would put a different complexion on the aspect of the case than which his Lordship would have gathered from the bare outline which his learned friend had given.

Prisoner read his statement as follows:—James Murray. I was twenty years of age last October. I have been in the Army for three years. I belong to the K.O.Y.L.I., "B" Company. I was on Tuesday, the 22nd May last, the day of my arrest, a Lance Corporal. I was made a Lance Corporal on the 12th May last. I understand I have since been promoted to Private. I have been quartered at Mount Austin barracks since 2nd of December last. I frequently, when not on duty, go out for walks with myself and with my comrades. In some of these walks round the Peak, I have, on several occasions, got into conversation with some European nurses and servants on the Peak. About the first week in May I became acquainted with a nurse. I don't know her name. I had a few friendly words with her. She was a very good-looking, slim girl. It was at about 7.30 that I met her at the junction of Mount Gough Road and Chamberlain Road. We were only together a few minutes. When she left me she walked past the Peak Club and walked into 41. I saw her go in there. I have many times since been round that way in the hope of seeing her again, and having a chat with her, but without meeting her. On the 22nd May last, I left barracks at about 6.45 p.m. and strolled towards the east. I took the dog "Chicko" for a run. I met Private Baigent and had a few words with him in Chamberlain Road. He left me and walked towards the Sanatorium. I subsequently met Private Glen. At about 7 p.m. it was still light, but there a fairly thick mist hanging. It was not raining, but rain had fallen an hour or so before, the paths were slippery. Soon after 7 p.m. I saw two females walking along the path. They were coming from the direction of Mount Kellett. As soon as I saw them I believed one to be the nurse I had spoken to in the first week of May. I could not see her face properly as she wore a hat that came well over her eyes. These females passed me as I was sitting on a seat near the cross roads, and I felt sure one was the same girl I have alluded to. She did not take any notice of me, but I put this down to the fact that she was with her friend. The two walked towards the Peak Club. I got up and passed them as they were standing talking together near the Peak Club. I was still firmly under the impression that one of these females was the one I had conversed with in the early part of the month. I had only proceeded a few yards when these two females parted and the one I was looking out for passed me quickly. I felt convinced it was the same female with whom I had conversed, and took it she was either playful in passing me without taking any notice or that she may have forgotten me. I followed after her and said "Good evening, Miss." She did not reply. I then con-

cluded she had forgotten me. I again said "Good evening, Miss," but as she did not reply, I caught up to her and put my right arm round her waist. When we got to the entrance of No. 41, the Peak, she said "I only live just up here," and directly after this she made a sudden turn and rush as if to go up to No. 41. We then slipped and both fell into the small gully just by the side of the lamp, which was alight. The female fell below me and my hat fell off. She screamed, and I may have put my hand on her to prevent her making more noise and in order to get clear away. I then saw her face clearly and discovered that I had made a mistake as to the identity of the female. The female under me then started to struggle and proceeded to scratch my face. I endeavoured to get off on top of her and secure my hat, which was up above her hat, as she appeared after it, and I was anxious that she should not secure it, for my number is written inside. I remember striking the complainant once, when I thought she was trying to get my hat. I was struggling to get clear away when I found out my mistake. She had been struggling ever since we fell into the gully, and scratched the right side of my face. I am very sorry for what has occurred.

Hon. Mr. Pollock said that prisoner's statement, which had just been read, showed that it was a case of mistaken identity, as he said that he had some conversation with a nurse some few days before the occurrence and that she had turned in at No. 41, the Peak. On the evening in question, it being dark at the time, the accused was under the impression that the lady, Miss Tones, who left the friend at the corner of the Peak Club, and began walking towards the house, was the nurse in question. It was absolutely certain from Miss Tones' own evidence in the depositions given at the police court that defendant did make that mistake as to identity. He said without fear of contradiction from Miss Tones' own evidence that defendant did, in fact, make a mistake as to identity. Counsel then read what Miss Tones had said at the police court and said that she said she had been for a walk at Mount Kellett with a lady, whom she had left at the corner of the Peak Club. That was at 7 p.m. To pause there for a moment, it must obviously have been later. Mr. Looker who was in his study and saw Miss Tones when she entered the house, says, it was about a quarter to eight. Continuing to read the evidence, counsel said that from three o'clock started to walk home alone, and hearing footsteps behind her, she hurried. She had seen some soldiers at the Peak Club and once called out to her "Miss." She had not answered and footsteps came nearer and she heard another call of "Miss" and asking if he might walk along with her. It was absolutely impossible to conceive, continued counsel, that defendant should have called out after Miss Tones and ask if he might walk along with her unless he had been under the impression that she was that somebody whom he had spoken to before and unless he had expected at the time that the lady he was addressing, of called out after, would have been willing to have walked with him. The words were of the utmost importance, as it was impossible to conceive that defendant would call out to an absolute stranger, somebody whom he did not think he knew. He did not see what more cogent evidence could be found than the evidence of Miss Tones herself, given at the police court, to show that defendant's story was absolutely true and that he took her bona fide for another woman, with whom he apparently had had a pleasant conversation. Accused thought the woman was the nurse and he expected, as he followed her up the pathway, he fully expected that she was the nurse he supposed her to be and that she would be willing to have another friendly conversation with him and have a walk with him. He submitted that what Miss Tones had said confirmed the fact to which prisoner spoke, that he honestly mistook her for the nurse, because it was absurd to suppose that the man would run after her or anyone at the Peak if he had the smallest idea as to who they were. It was preposterous to suppose that anybody would be so absolutely demented as to follow anybody round the Peak if that lady was an absolute stranger and make the proposal to go for a walk. The only possible explanation of the matter, an explanation which, he submitted, was absolutely borne out by what Miss Tones said at the police court was that defendant's story was true and that he honestly and bona fide took Miss Tones for the nurse mentioned with whom he had had a conversation only a few days before and he was anxious to see again and to speak to again. That explanation of the conduct of accused was the only reasonable one. There was no other explanation which would hold water for a minute, and it was a most fortunate thing that Miss Tones happened to make that statement, because it seemed to him it was the strongest possible confirmation of the truth of the story of accused. From the evidence of Mr. Looker it appeared that both ladies were similar in figure but that Miss Tones was the taller of the two. But it was to be remarked the hour at which the occurrence took place. Probably the hour was 7.35 or 7.40 and the evidence given at the police court all showed that it was foggy in the evening and defendant, in the fog or semi-fog, undoubtedly took Miss Tones for the nurse. She was going towards the entrance of 41, the Peak, and accused said that he had seen the nurse turn up to the same house and was absolutely convinced that Miss Tones was in fact the nurse.

He would suggest to the Court that there was absolutely nothing wrong in what

defendant did. What was there wrong assuming, as he did, that Miss Tones was the nurse, in following behind and addressing her and asking her to go for a walk with her? There was absolutely nothing wrong in that. If that was to be considered wrong, well he would submit that such a thing took place on every day at the Peak and must take place on every summer evening without any harm. Now, what happened next? She said that she had not answered and walked on and that he put both his arms around her and she told him that she was going to the house and that he had better go away. That was Miss Tones' own statement. That was an innocent and excusable mis-statement of her's and, she thought this would have the effect of no doubt shaking accused off, but unfortunately the effect it was likely to have, having regard to the mistaken impression, was of confirming him in the belief that the lady was the nurse. The next description of the learned Attorney General, although he had not described it accurately, was the fact that accused had put both his arms around the lady and brought her down into the gutter. She had in cross-examination said that he put both arms around her waist but she certainly did not make the positive statement as the learned Attorney General had put it to the Court. The most she committed herself to was that she thought he brought her down with his arms and that was the uttermost extent her evidence went. Defendant's statement as to how Miss Tones got into the gutter, with the defendant practically on top of her, was far more reasonable. Defendant's statement was that he put his arm round her waist when she gave a sudden turn and rush, and it being slippery, they fell into a small gully. That was a far more likely account of what occurred and he would not suggest for a single moment that Miss Tones had said anything except the actual impression which affected her mind at the time. Was it not far more likely that things happened as defendant said?

It appeared from the evidence that it had been raining an hour or two before and that the path was slippery and it was clear from the statements of both that defendant had got his arm round her waist. As defendant put it, she said "I am going up here," and she turned and rushed and both came down together with a considerable crash into the gutter. Certain little bits of evidence showed defendant's story to be true. Mr. Looker had mentioned in his evidence that Miss Tones' hatpins were broken and that an umbrella with a steel rib had also been bent to an angle of 45 degrees. How was it possible for an umbrella to be bent in that way unless they accepted the theory that there was the sudden crash and that they fell upon the umbrella and that Miss Tones had fallen back? In pulling her back with both arms it would be impossible. Accused said that as a result of the fall his hat fell off. It was a Service cap and one which would not readily fall off. It was also suggested that there were three blows which defendant inflicted on the face of Miss Tones and defendant in his story admitted striking her once but it seemed to be done not with the object of doing wanton harm but simply with the object of recovering his hat which was on the bank above. It was well understood how terrible must have been the state of his mind when to his utter astonishment he found that the lady was not the nurse and he desired to retrieve his hat which would have been damning evidence when he answered his name at the roll-call that evening. As regards the blows which were the only things which could be brought against accused, in the peculiar circumstances of the case which were not likely to occur again, they were not done wantonly but with the object of escaping. Miss Tones in her evidence had said that she struggled and screamed and scratched accused on the face and by the scratches he was afterwards identified at Mount Austin Barracks as being the man, but the scratching and struggling occurred before the blows were struck. It was quite right and proper that she should scratch and struggle but surely some allowance should be made for the man. He had suddenly realized to his utter astonishment and amazement that the woman who was lying in the gutter was not the woman whom he thought she was and one could clearly imagine what the shock must have been to him when he found that the woman was an absolute stranger, and a face he had never expected to see. He would submit that the blows were not struck wantonly and recklessly but with a desire to free himself and get away. With regard to the punishment to be inflicted on prisoner, under the very special circumstances of the case no heavy punishment was called for as defendant would not be likely to make such a serious and foolish mistake again. Defendant was a young man of 20 years of age and had a most promising career before him in the army. He had received his stripe as lance corporal only some ten days before the occurrence and that had not been taken from him while he had also been promoted to the rank of private and it seemed only reasonable to believe that in consequence of that occurrence he would have to leave the army and make an entirely fresh start in life.

Prisoner here broke down and wept bitterly.

With regard to Miss Tones, continued counsel, the unfortunate victim of the case, mistaken identity, every sympathy must be extended to her and he thought it only right to add that the depositions taken at the police court showed that she had behaved with the utmost courage and high resolution in the difficult circumstances in which she unfortunately found herself suddenly placed.

Defendant's Company officer, Captain Agg, was in court and he would be able to tell his Lordship that so far as defendant's regimental sheet was concerned defendant's conduct had been very good.

His Lordship—I am willing to take it that the stripe was taken from him.

Mr. Alabaster said that his learned friend had taken it upon himself to mention names and to take away the character of the nurse who was there to protect herself.

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Mr. Pollock—Net at all. He simply said there was a pleasant conversation and he did not desire to say a single thing about the nurse.

Mr. Alabaster replied, and mentioned that the blows were those of a coward who, when he found he had made a mistake, had snatched his hat and escaped. He had said to the Colonel and it must be remembered that he had seized her by the throat.

His Lordship said—James Murray, I have listened with very great care to what your learned counsel has said and I put everything to your credit that can be said. It is clear there was a mistake, and I think there was a slippery path, but beyond that I fear I cannot go. I am not considering whether it is the lady or the nurse, but the impression that I have on reading the evidence was that what had happened to this unfortunate lady was what would have happened to the nurse if she had resisted your advances. It looks to me that it is a case that the maximum penalty which the law provides should be meted out but I do not think, in view of the circumstances, it would be right for me to impose such a severe penalty as three years' imprisonment, nor do I think the injured parties, nor do I think the parents of the lady, would wish you such a severe penalty. I am bound to consider the fact of your future career. I have written down eighteen months' hard labour, but in view of your youth I reduce it to twelve months.

Prisoner left the court weeping.

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| * EMPRESS OF CHINA, 12th Aug. | * ALLAN LINE, 29th Sept.        |
| * EMPRESS OF INDIA, 2nd Sept. |                                 |
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| SAITAN    | Capt. J. S. Rouch   | TUESDAY, 27th June, at 11 a.m. |
| SAITAN    | Capt. W. C. Pasmore | FRIDAY, 30th June, at 11 a.m.  |

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| DESTINATION                     | STEAMERS | DATE OF SAILING   |
|---------------------------------|----------|-------------------|
| SHANGHAI, YOKOHAMA, KOBE & MOJI | YEDDO    | About 3rd August. |

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|-------------|--------|----------|-----------------------|
| * MANOHURIA | 37,000 | SATURDAY | 24th June, at 1 p.m.  |
| * MONGOLIA  | 37,000 | FRIDAY   | 15th July, at 1 p.m.  |
| * KOREA     | 18,000 | SATURDAY | 11th Aug., at 1 p.m.  |
| * SIBERIA   | 18,000 | SATURDAY | 26th Aug., at 1 p.m.  |
| * MANOHURIA | 37,000 | FRIDAY   | 8th Sept., at 1 p.m.  |
| * MONGOLIA  | 37,000 | SATURDAY | 30th Sept., at 1 p.m. |
| * KOREA     | 18,000 | SATURDAY | 28th Oct., at 1 p.m.  |
| * SIBERIA   | 18,000 | FRIDAY   | 10th Nov., at 1 p.m.  |

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|--------|---|
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|---|--------------|-------------------|----------------------------------|
| VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama | MEXICO MARU  | 6061              | Tuesday, 27th June, at 11 a.m.   |
| VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama       | CHICAGO MARU | 5182              | Wednesday, 12th July, at 11 a.m. |

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| For                                 | STEAMERS       | Tons                      | To SAIL                     |
|-------------------------------------|----------------|---------------------------|-----------------------------|
| SHANGHAI, TSINGTAU, KOBE & YOKOHAMA | PRINZESS ALICE | Capt. P. Grosch. (20,300) | About WEDNESDAY, 28th June. |

| For   | STEAMERS        | Tons                       | To SAIL                       |
|---|-----------------|----------------------------|-------------------------------|
| MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE | PRINZ SIGISMUND | Capt. F. Brunsing. (6,000) | TUESDAY, 18th July, at 4 p.m. |

| For                | STEAMERS | Tons                      | To SAIL                         |
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| For                            | STEAMERS   | To SAIL                      |
|--------------------------------|------------|------------------------------|
| * MANILA                       | FUENSIANG  | SATURDAY, June 24, at 2 p.m. |
| * SINGAPORE, PENANG & CALCUTTA | FOOKSANG   | MONDAY, June 26, at 2 p.m.   |
| * TIENTSIN                     | CHONGSHING | WEDNESDAY, June 28, at Noon. |
| * MANILA                       | LOONGSANG  | SATURDAY, July 1, at 2 p.m.  |

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| For                   | STEAMERS  | To SAIL             |
|-----------------------|-----------|---------------------|
| AMOI & SHANGHAI       | CHANGCHOW | June 21, at 4 p.m.  |
| SHANGHAI              | ANGEL     | June 22, at 4 p.m.  |
| WEIHAIWEI & TIENTSIN  | KUANGCHOW | June 23, at 4 p.m.  |
| HAIPHONG              | SINGAN    | June 24, at 10 a.m. |
| SHANGHAI              | CHENAN    | June 24, Midnight.  |
| MANILA, CEBU & ILOILO | TAMING    | June 27, at 4 p.m.  |

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|--|--|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID | ATSUTA MARU, Capt. Wm. Thompson, Tons 9000 | WEDNESDAY, 21st June, at Daylight. |
|  | BITACHI MARU, Capt. T. Yamawaki, Tons 7000 | WEDNESDAY, 5th July, at Daylight.  |

| For   | STEAMERS                                 | To SAIL                       |
|---|--|-------------------------------|
| VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA | INABA MARU, Capt. S. Tomimaru, Tons 7000 | TUESDAY, 20th June, at 4 p.m. |
|   | TAMBA MARU, Capt. K. Noda, Tons 7000     | TUESDAY, 18th July, at 4 p.m. |

| For                        | STEAMERS                               | To SAIL                         |
|----------------------------|--|---------------------------------|
| VICTORIA, B.C. AND SEATTLE | KAMAKURA MARU, Capt. E. Kon, Tons 7000 | SATURDAY, 15th July, from KOBE. |

| For  | STEAMERS                                 | To SAIL                    |
|--|--|----------------------------|
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | NIKKO MARU, Capt. M. Yagi, Tons 6000     | FRIDAY, 7th July, at Noon. |
|  | KUMANO MARU, Capt. M. Winkler, Tons 6000 | FRIDAY, 4th Aug., at Noon. |

| For                                | STEAMERS                                | To SAIL             |
|------------------------------------|---|---------------------|
| BOMBAY, via SINGAPORE, AND COLOMBO | CEYLON MARU, Capt. H. Tazawa, Tons 6000 | TUESDAY, 27th June. |

| For                   | STEAMERS                             | To SAIL                          |
|-----------------------|--------------------------------------|----------------------------------|
| SHANGHAI, MOJI & KOBE | BINGO MARU, Capt. Farnons, Tons 7000 | TUESDAY, 20th June, at Daylight. |

| For             | STEAMERS                                 | To SAIL                       |
|-----------------|--|-------------------------------|
| KOBE & YOKOHAMA | KITANO MARU, Capt. E. F. Cope, Tons 9000 | THURSDAY, 22nd June, at Noon. |
|                 | KUMANO MARU, Capt. M. Winkler, Tons 6000 | TUESDAY, 4th July, at Noon.   |

\* Fitted with new system of wireless telegraphy.

\* Cargo only. \* Carries Deck Passengers. \* Calling at Djibouti.

## CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

| Yokohama Return | Kobe Return | Moji Return | Nagasaki Return |
|-----------------|-------------|-------------|-----------------|
| 1st class \$120 | \$110       | \$100       | \$90            |
| 2nd class \$80  | \$70        | \$60        | \$50            |

With Option of Rail between Steamer's Calling Ports in Japan.

For further Information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

## Regal Boots

## AND Shoes

## FOR SALE

AT REASONABLE PRICES.



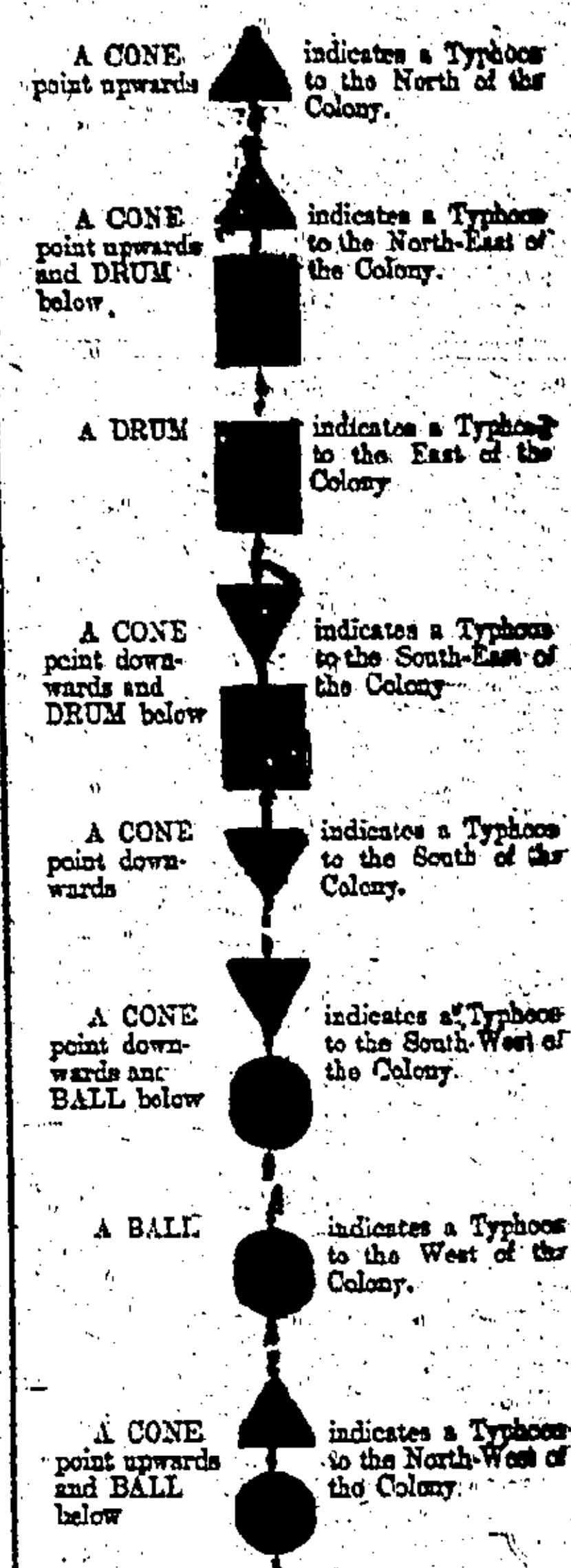
## THE SAVOY.

8, D'Aguiar Street (opposite Court House)

## TYPHOON SIGNALS.

## STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H.M.S. Amoy, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## URGENT SIGNALS.



## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1911.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS, ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS<br>to<br>COLOMBO | Leave<br>Hongkong | Connection Steamers<br>from COLOMBO to<br>MARSEILLES and<br>LONDON | Due<br>MARSEILLES<br>(Brindisi<br>2 days earlier) | Due<br>PLYMOUTH<br>(London)<br>1 day later |          |
|---------------------------|-------------------|--|---|--|----------|
| Steamer                   | Tons              | Ip.m. Sails  | Sunday  | Saturday                                   |          |
| ARCADIA.....              | 7000              | June 24  | Macedonia.....10500                               | July 22                                    | Aug. 12  |
| DELTA.....                | 8000              | July 8   | Marmora.....10500                                 | Aug. 6                                     | Aug. 26  |
| ASSAYE.....               | 7500              | July 22  | India.....8000                                    | Aug. 20                                    | Sept. 9  |
| DELHI.....                | 8000              | Aug. 5   | Moldavia.....10000                                | Sept. 3                                    | Sept. 23 |
| DEVANHA.....              | 8000              | Aug. 19  | Mores.....11000                                   | Sept. 17                                   | Sept. 23 |
| ARCADIA.....              | 7000              | Sept. 2  | Mongolia.....10000                                | Sept. 30                                   | Oct. 6   |
| DELTA.....                | 8000              | Sept. 16   | Moitani.....10000                                 | Oct. 14                                    | Oct. 20  |
| ASSAYE.....               | 7500              | Sept. 30   | Malwa.....11000                                   | Oct. 28                                    | Nov. 3   |
| DELHI.....                | 8000              | Oct. 14  | China.....8000                                    | Nov. 11                                    | Nov. 17  |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon..... £71.10 Single. £106.14 Return.  
2nd "..... £48.8 " £72.12 "In addition to the above Mail Steamers the following:  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave<br>HONGKONG | Due<br>LONDON |
|----------|-------------------|---------------|
| NUBIA    | July 12           | about 1911    |
| SIMLA    | July 26           | about 1911    |
| SYRIA    | August 9          | about 1911    |
| WORE     | August 23         | about 1911    |
| SARDINIA | September 6       | about 1911    |

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £55.00 Single. £82.10 Return.  
2nd "..... £38.10 " £57.4 "

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL

TRANSIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for  
CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CON-  
STANTINOPLE and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours  
railway from Marseilles to London. Interpreters meet passengers on their arrival in  
Marseilles.  
For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

## Outward

| For Shanghai, Kobe & Yokohama   | For M'selles, Havre & Hamburg    |
|---------------------------------|----------------------------------|
| S.S. SPEZIA ..... 1st July.     | S.S. SCANDIA ..... 23rd June.    |
| S.S. SILESIA ..... 12th July.   | For Rotterdam, Hamburg & Antwerp |
| S.S. AMBRIA ..... 23rd July.    | S.S. SITHONIA ..... 26th June.   |
| S.S. ALESIA ..... 6th Aug.      | For Havre & Hamburg              |
| S.S. SENEGAMBIA ..... 25th Aug. | S.S. SLAVONIA ..... 8th July.    |
| S.S. SUEVIA ..... 8th Sept.     | For Rotterdam & Hamburg          |
|                                 | S.S. BRASLIA ..... 8th July.     |
|                                 | For Havre & Hamburg              |
|                                 | S.S. SPEZIA ..... 6th Aug.       |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAM-  
SHIP Co.

| Steamship | Tons | Captain     | For                   | Sails                       |
|-----------|------|-------------|-----------------------|-----------------------------|
| RUBI      | 4000 | S. Crosby   | Manila, Cebu & Iloilo | TUESDAY, June 20, at 4 p.m. |
| ZAFIRO    | 4000 | M. O. Smith | Manila, Cebu & Iloilo | FRIDAY, June 23, at 4 p.m.  |

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

| STEAMER | Tons | Captain   | ON OR ABOUT |
|---------|------|-----------|-------------|
| LUCERIO | 6400 | J. MATHIE | 30th June.  |

\* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of  
Lading to all Overland Common Points in the United States of America and  
Canada, and also for the chief ports in Mexico, Central and South  
America. Will call at ASIOY and KEELUNG if sufficient inducement offers.  
The Steamers of the Line are of the most modern type, have excellent  
accommodation for steerage passengers and a limited accommodation for  
Cabin passengers; they are fitted throughout with Electric Light, the  
"Lucerne" and "Orion" also having Wireless Telegraphy. Special  
Arrangements have been made for Express Parcels to American and Canadian  
Points. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.CARGO carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH  
and CAPE TOWN with transhipment at COLOMBO.

## PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.  
15th June. CAMBESSES.....12th July.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, April 1, 1911.

## AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR &amp; CO.,

(THE BANK LINE AGENCY).

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.



## TOYO KISEN KAISHA.

IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in  
the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

| Steamer        | Tons   | Captain       | Date of Sailing        |
|----------------|--------|---------------|------------------------|
| * CHIYO MARU   | 21,000 | W. W. GREENE  | Friday, June 30, Noon. |
| * AMERICA MARU | 11,000 | A. G. STEVENS | Friday, July 21, Noon. |
| * TENYO MARU   | 21,000 | E. BEST       | Friday, July 28, Noon. |
| * NIPPON MARU  | 11,000 | H. S. SMITH   | Friday, Aug. 18, Noon. |

\* Triple Screw, turbine engine.  
All steamers are equipped with the Japanese Government Wireless Telegraph and  
Post Office.  
The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRAN-  
CISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKO-  
HAMA and HONOLULU, on FRIDAY, the 30th June, at Noon.

## SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexico, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

| Steamer   | Tons   | Captain     | Date of Sailing          |
|-----------|--------|-------------|--------------------------|
| KIYO MARU | 17,200 | H. NAMI     | Tuesday, Aug. 15, Noon.  |
| BUYO MARU | 10,600 | K. HAMAMOTO | Saturday, Oct. 14, Noon. |

The Steamer 'KIYO MARU' will be despatched for VALPARAISO and  
CORONEL, via MOGI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO,  
SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.FARES FROM HONGKONG:  
to SAN FRANCISCO.....£ 45. 0-0, Single.  
" NEW YORK.....£ 60. 0-0, "  
" LONDON.....£ 71. 10-0, "  
" SALINA CRUZ or MANZANILLO.....Yen. 420.00, Single.  
" VALPARAISO.....Yen. 570.00.SPECIAL RATES (first-class only) are granted to the undermentioned and their  
families when travelling at their own expense.  
To European Ports - Officials of any European Naval, Military, Diplomatic,  
Consular or Civil Service located in Asia, European Officials in the Services of the  
Governments of China and Japan.To Canadian and United States Ports - Commissioned Officers of the United  
States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.  
To all Points - Missionaries and their families.These magnificent steamers are most up-to-date and luxurious in every way.  
Excellent Cuisine and Accommodation.The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines  
and Triple Screws. Records speed 21 1/2 knots.Through Bills of Lading issued to North, Central and South American Ports.  
For further particulars apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

## S. HANDA.

## JAPANESE MASSAGIST.

2nd FLOOR.

No. 60, QUEEN'S ROAD CENTRAL.

HONGKONG.

Hours: 10 to 12 noon.

Hongkong, April 27, 1911.

## PREACHING THE GOSPEL

JAPAN AND TIBET.

By Prof. E. H. PARKER.

On Sale at the China Mail Office.

4, Wyndham Street.

Price: 10 cents.

## Shipping.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

| STEAMERS | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|----------|-----------------------------------|---------------------------------|
| EASTERN  | June 8                            | June 24th, at Noon.             |
| ALDENHAM | June 16                           | July 8th, at Noon.              |
| EMPIRE   | June 30                           | July 22nd, at Noon.             |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.  
For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, November 2, 1903.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC S. S. CO.

FOR NEW YORK, via PORTS AND  
SUEZ CANAL.(With LIBERTY to CALL at THE  
MALABAR COAST.)S.S. DACRE CASTLE .....on or about 21st June, 1911.  
For freight and further information apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, May 30, 1911.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.Head Office for the Far East: 16, Des Voeux Road CENTRAL, HONGKONG.  
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.TICKETS supplied to EUROPE by the principal STEAMSHIP LINES so  
TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.Head Office: LUDGATE CIRCUS, LONDON, E.C.  
Hongkong, April 4, 1906.

**DINNEFORD'S**  
MAGNESIA

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Effective Agent  
for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

## Shipping

FOR SINGAPORE, PENANG AND  
CALCUTTA.Taking Cargo on through Bills of Lading at  
Rangoon, Madras and Mauritius.THE Steamship  
LIGHTNING.  
Captain E. P. SMITH, will be despatched  
for the above ports on WEDNESDAY, the  
21st inst., at Noon.For Freight or Passage, apply to  
D. RASSOON & Co., Ltd.,  
Agents.

Hongkong, June 19, 1911.

AUSTRIAN NAVIGATION  
LLOYD'S STEAM  
COMPANY.STEAM FOR  
FIUME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN,  
SUEZ & PORT SAID.(Taking Cargo at through rates to the  
BRITISH, to SOUTH AFRICA, to  
OCEAN, Red Sea, Black Sea, LEVANT,  
VENICE and ADRIATIC Ports.)THE Co's Steamship  
E. FRANZ FERDINAND,  
Captain COZOL, will be despatched  
as above on WEDNESDAY, the 28th June,  
at 2 pm.This Steamer has capital accommodation  
for passengers, electric light, and carries a  
Doctor and a Stewardess.For information as to Passage and  
Freight, apply to

SANDER WIELER &amp; CO.,

Agents.

Princes Buildings.

Hongkong, June 10, 1911.

THE SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship  
DENSHIRE.  
Captain COCHRANE, will be despatched  
as above on or about 11th July.For Freight or Passage, apply to  
JARDINE, MATHEWSON & Co., Ltd.,  
Agents.

Hongkong, June 17, 1911.

## Notices to Consignees

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship  
YORKE,  
having arrived, Consignees of cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Val-  
ables, are being landed and stored at their  
risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, Kowloon and West Point Godowns,  
whence delivery may be obtained.No claims will be admitted after the  
goods have left the Godowns, and all goods  
remaining undelivered after the 20th of  
June, will be subject to rent.All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, whence they  
will be examined on the 30th of June, at  
2.30 a.m.All claims must reach us before the 24th  
of June, 1911, or they will not be  
recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the Undersigned.NORDDEUTSCHER LLOYD  
MELBOURNE & CO.,  
General Agents.

Hongkong, June 14, 1911.

PACIFIC MAIL STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN  
PORTS & MANILA.CONSIGNEES of CARGO per Steamship  
MANCHURIA.The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
counter-signature, and take immediate  
delivery of Cargo from alongside.Cargo impeding the discharge of the  
vessel will be landed at once at Consignees  
risk and expense.Cargo remaining undelivered on MON-  
DAY, June 19th, at noon, will be landed at  
owners' risk and expense and delivery must  
then be taken from Company's Godown.Cargo remaining undelivered on WED-  
NESDAY, June 21st, at Noon, will be  
subject to rent and landing charges.No Fire Insurance whatever will be  
effected.All chafed and otherwise damaged cargo  
will be examined at the above Company's  
godown on WEDNESDAY, June 21st,  
1911, at 10 a.m.All claims must be filed on or before  
July 16th, 1911, otherwise they will not be  
recognized.FRED J. HALTON,  
Agent.

Hongkong, June 16, 1911.

PORTLAND & ASIATIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES

FROM PORTLAND via JAPAN  
PORTS.CONSIGNEES of Cargo per Steamship  
BERNIE BISH.The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
counter-signature and to take immediate  
delivery of cargo from alongside.Cargo impeding the discharge of the  
vessel will be landed and stored at Con-  
signees' risk and expense.No Fire Insurance whatever will be  
effected.All Cargo remaining on board after  
MONDAY, June 19th, at noon, will be  
landed and stored at Consignees' risk and  
expense.All chafed and otherwise damaged cargo  
will be examined at the above Company's  
godown on WEDNESDAY, June 21st,  
1911, at 10 a.m.All claims must be filed on or before  
July 16th, 1911, otherwise they will not be  
recognized.FRED J. HALTON,  
Agent.

Hongkong, June 16, 1911.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG  
AND SINGAPORE.THE Company's Steamship 'Namah',  
having arrived from the above Ports,  
Consignees of Cargo by her are hereby  
informed that their goods will be delivered  
from alongside.Cargo impeding the discharge or re-  
loading on board after 5 p.m. on the 17th inst.  
will be landed at Consignees' risk and  
expense.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHEWSON & Co., Ltd.,  
General Managers.

Hongkong, June 16, 1911.

## THE FIRST CHINESE NEWSPAPER

EVERY ISSUED UNDER  
PURELY NATIVE DIRECTION.

## The Chinese Mail



